# Grand·Prix

INTERNATIONAL

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Here are just a few of the landmarks in Ford's competition history. How many of them can you remember?

**1967** The Ford Cosworth Grand Prix engine amazed everyone by winning its very first race – the Dutch Grand Prix, 1967. The driver was Jim Clark and the car a Lotus. Since then it has gone on to win 137 Grands Prix – more than any other make. Currently it develops close to 500 bhp and it's still winning.

*Jim Clark winning Dutch GP 1967*

**1973** Jackie Stewart won his 27th Grand Prix, more than even Clark or Fangio. 25 of those victories were won in Ford-engined cars. No less than six other World Champions owe their titles to Ford engines – Graham Hill, Jochen Rindt, Emerson Fittipaldi, James Hunt, Mario Andretti and Alan Jones.

*Jackie Stewart*

**1980** Current World Champion Alan Jones drives a British-entered Williams sponsored by Saudia and Leyland and powered by the Ford Cosworth engine. The amazing Williams team recently finished first and second in 4 consecutive Grands Prix – something never achieved before, even by Ferrari. Quite a testament to the reliability of the engine.

*Alan Jones. World Champion 1980*

*Jody Scheckter, Monaco 1977*

**1977** As long ago as 1977 the pundits were predicting that the Ford Cosworth engine had had its day. But that didn't stop Jody Scheckter taking it to its 100th victory – at Monaco.

*Three typical Ford drivers*

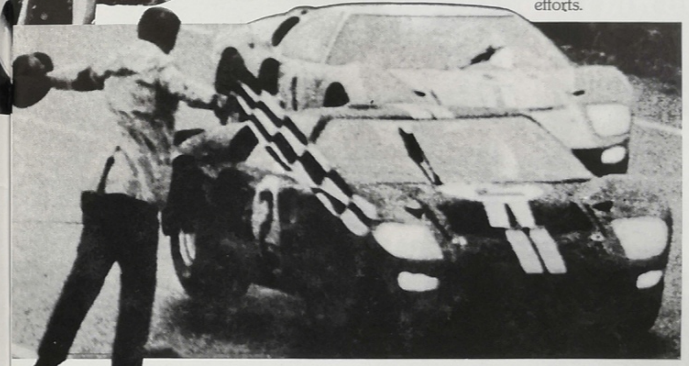
Emerson Fittipaldi (far left) was World Champion in 1972 and 1974. Nelson Piquet (centre) is well in the running for 1981. And Mario Andretti (near left) was World Champion in 1978. All driving Ford-engined cars. We're sorry to say that Mario now drives for another manufacturer, and is consequently drinking a little less than he used to!

*Johnny Rutherford. Indianapolis 1980*

**1980** In the last 15 years, Ford-engined cars have won the classic Indianapolis 500 race 10 times.

Above is Johnny Rutherford on his way to victory in 1980 at an average speed of 142.8 mph. Incidentally, the Indy winner celebrates with milk, not champagne.

The prize money is pretty healthy too. Rutherford received $318,819 for his efforts.



*GT40 Mark II. Le Mans 1966*

**1966** One of our most famous victories – Le Mans 1966. This was the year that the legendary Ford GT40 MKII finally broke Ferrari's hold on the race, finishing first, second and third. The GT40 went on to win Le Mans four years running, and is now regarded as one of the all time classic racing sports cars. Ford-engined cars have won twice since, in 1975 and 1980.

*Roger Clark and Tony Mason. RAC rally*

**1976** Roger Clark and Tony Mason took their second win in the RAC rally. But that was only one of eight consecutive RAC victories for the Ford Escort, not to mention its wins in the Safari. You can't get more reliable than that! The Escort capped its illustrious career by winning the World Rally Championship from Fiat in 1979.

*Gordon Spice Capris*

**1980** Ever since the early sixties, when Lotus Cortinas ruled the roost, Fords have been a force to reckon with in saloon car racing. Fiestas, Escorts, Cortinas and Capris have all tasted battle. These are the Gordon Spice-entered Capris which have won their class in the British Saloon Car Championship every year since 1975.

**1981** If ever you needed proof that competition improves the breed, here it is. The amazing Escort XR3. Developing 96 bhp from only 1.6 litres it does 0-60 in 8.7* seconds and has a maximum speed of 111* mph. That's what you call efficient engineering. Plus adrenalin.

**Motor Road Test*

*XR3*

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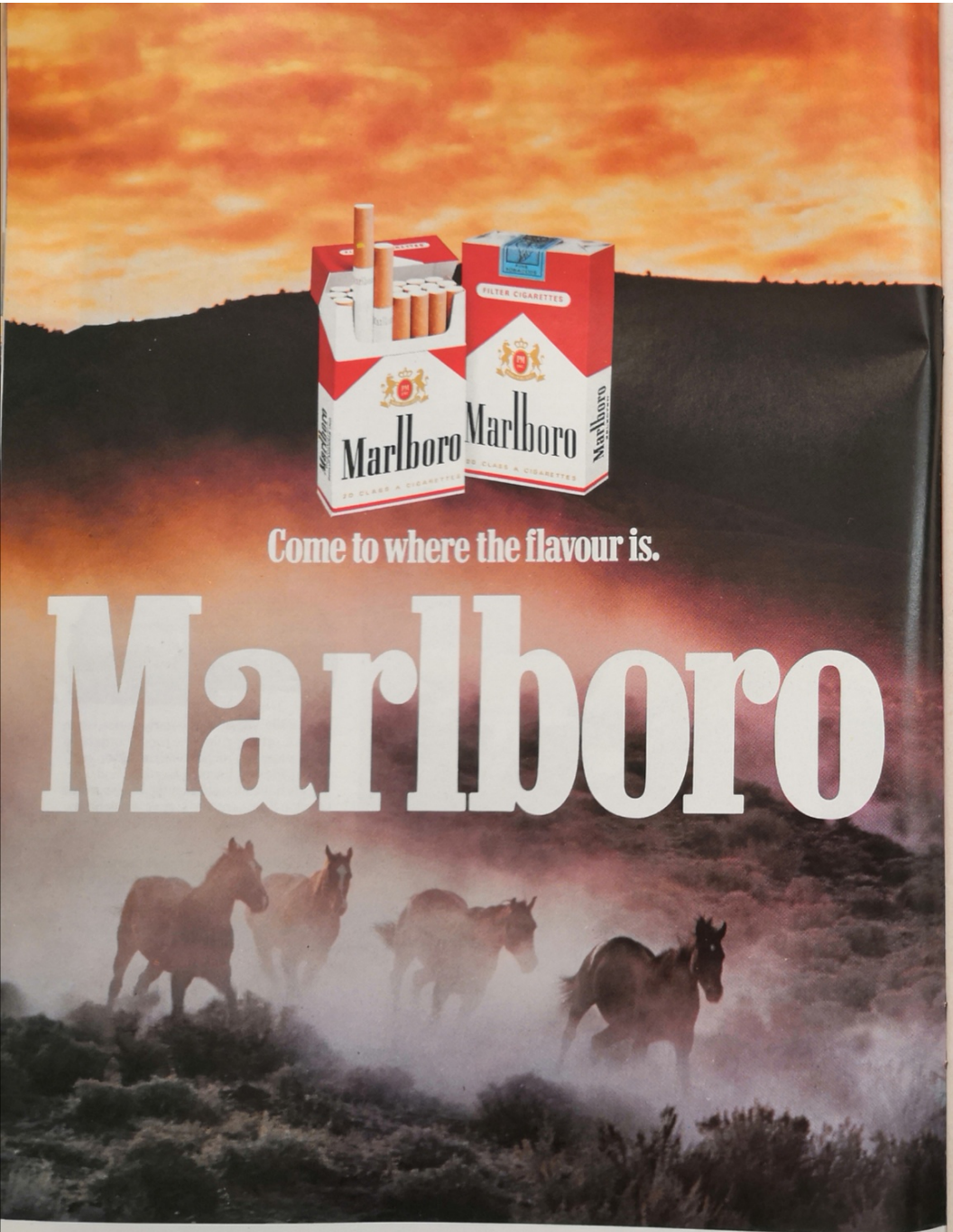


## IN THIS EDITION

PAGE 14
**PADDOCK NOTES FROM SILVERSTONE**

PAGE 16
**McLAREN: THE END OF A LONG DROUGHT**

*After four years of gloom, the joyful reactions of the McLaren team called for a certain amount of champagne.*

PAGE 20
**SHUNTS AND... MORE SHUNTS!**

*Accidents were the rule rather than the exception at Silverstone this year. Our photographers were there to capture some of the most spectacular incidents*

**N° 37 (GERMANY-AUSTRIA) WILL BE ON SALE ON AUGUST 26,**

**Grand Prix** *international*

PAGE 22
**EXTRA, EXTRA**
*Chauvinism **à l'anglais**; Jarier tries an Osella; March makes positive progress; a few close calls for Elio de Angelis; and the highs and lows of Eddie Cheever's busy weekend*

PAGE 26
**THE FILM OF THE RACE**

PAGE 28
**SILVERSTONE STATISTICS**

PAGE 30
**LAP BY LAP**

PAGE 32
**POST CARD FROM THE UK**

PAGE 34
**RACE TALES ...IN PICTURES**

PAGE 42
**FACE TO FACE: CARLOS REUTEMAN**

*There have been three important factors in Carlos Reutemann's 1981 season: his 15 consecutive races in the points; his rivalry with Williams team mate Alan Jones; and above all his now commanding lead in the world championship. We talked to him about all three*

PAGE 46
**JOHN WATSON'S ABIDING PASSION**
*The personality of John Watson is unlike that of any other F1 driver. Devoted to his profession and sometimes almost secretive, he is a "natural" driver and a gentleman. Our portrait has all the intimacy that comes from Keith Botsford's close affection for the McLaren number*

PAGE 50
**TECHNICAL: TYRRELL AIMS TO COME BACK WITH THE 011**

PAGE 52
**A BLACK DAY FOR TURBOS...**

*...and especially the French ones. Silverstone was to be a bitter disappointment for the men who dominated the grid, and for their team's director*

PAGE 55
**PROST SCRIPTUM**
*by Alain (bang!) Prost*

PAGE 56
**OK, AYJAY?**
*by Alan (twang!) Jones*

PAGE 57
**COCKPITS**

*The technical side to the British GP*

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# The paddock in Silverstone

## AUSSIE TALK

To the delight of the many photographers at Silverstone, Sir Jack Brabham spent a long time chatting to Alan Jones in the pits. The two Australian drivers have won 25 Grands Prix between them, and have won four World Championships. Australians have always been racing enthusiasts - many of the British team mechanics are from down-under - and there may be another Australian in Grand Prix racing when Mike Thackwell graduates from Formula 2.

## WATTIE WASHES WHITEST

Not surprisingly, the committee of journalist judging Candy's cleanest driving contest at Silverstone gave John Watson the principal number of points. The Ulsterman led Patrese, Reutemann, Cheever and Andretti. Overall, Carlos Reutemann remains in the lead from Villeuneuve while third-placed Piquet is now closely followed by Patrese.

## SWISS-ITALIAN PRECISION

For almost two years now, every car that takes part in a Grand Prix practice session or race has been fitted with a small radio transmitter. The device "triggers" the electronic timing equipment provided by the Swiss company Longines.
The information is then converted into legible form (either on TV screen or printed sheet) by an Olivetti P6066 processor.
So precise is the system that there hasn't been a single timing dispute since its inception. Journalists even tend to spend their time studying the TV read-out in practice instead of spectating, stop watch in hand, at the corners!
At Silverstone, journalists were offered folders which gave the lap time of every F1 car on every lap which they had completed throughout the three days. There was even an "electronic" lap chart.
Among the information gathered together on the Longines-Olivetti timing sheets, there were some fascinating details. In practice, for example, it was possible to see Elio de Angelis's one-off "balls out" practice lap. And in the race, it was on lap 51 - immediately after he'd done his fastest lap of the race - that René Arnoux's stricken Renault dramatically slowed by three seconds a lap.
Hats off to Longines and Olivetti!

It seemed only right that Grand Prix International's editorial team should use a BMW in which to travel to Silverstone. After all, the Munich firm was making its first official appearance in Grand Prix racing. Our car wasn't a turbo, but a 635 CSi. With a top speed of just under 150 mph and bags of power throughout the rev band.

## EAGLE TO RETURN WITH ENSIGN

Back on the F1 scene at Silverstone was Mo Nunn's former Ensign partner, Californian euthusiast Chuck Jones. Since the financial reorganisation of Ensign, Chuck has acquired a financial stake in Dan Gurney's All American Racers, which makes successful Indy cars from its large workshops in Santa Ana.
Gurney, winner of four world championship GPs in the sixties, built and raced his own V12-engined Eagle F1 car before returning to California in 1968. Now he's thinking about a return to Europe, possibly as soon as 1982.
*"I have had some long discussions with Mo about the possibility of a merger of his interests with AAR,"* said Jones. *"Mo will be visiting Dan after the German GP, and I hope we will be able to reach some arrangement. Ideally, we would like to be able to design and build F1 cars in California, and to race them from the Ensign workshop at Lichfield."*

## MORENO'S F3

A most impressive performance was put in at Silverstone by Roberto Moreno, the 22 year old Brazilian who has signed an F1 testing cntract with Lotus.
Moreno put his bank-sponsored Ralt-Toyota into the lead at the start and held it there to the finish.
More details and pictures on pp 62/63.

## LOTUS 88: THE END

Colin Chapman had no fewer than three Lotus 88Bs in his pit at Silverstone, all carrying black and gold Courage cockerels (the brewery is part of the Imperial Tobacco group). The cars had been passed by the scrutineers as legal. What possibly could stop the controversial twin-chassis Lotus from racing now?
Three constructors tried: Ferrari, Alfa and Ligier all lodged protests. And at 9 o'clock on the morning of first practice, FISA issued a grubby press release declaring that the 88B incorporated *"the same solutions and devices"* as the banned 88 (from which the "B" version differs in only minor details). *"The B version"*, insisted the FISA statement, *"does not comply with the F1 regulations, and may not participate in the 1981 British Grand Prix."*
The deadlock was eventually resolved by the Stewards of the Meeting in a judgment which showed a consideration and fairness which has been lacking in previous assessments of the car. After meeting for almost seven hours, the five Stewards (three British, one Dutch and one Canadian) issued their decision, which will hopefully bring the whole question of the Lotus 88 to an end. Having called evidence from Messrs Tye (Clerk of the Course), Balestre (President of FISA) and Chapman himself, the Stewards declared in effect that the RAC had the right to permit the Lotus 88B to practise, as it had done that afternoon, following the approval of the technical scrutineers.
The Stewards went on to point out, however, that the RAC's judgment could legitimately be overruled following reports about the car from the FISA Observer at the meeting. This report had been communicated by FISA to the Press, but not to Mr Tye, and the Stewards reprimanted President Balestre for this "gross discourtesy."
Nevertheless, said the statement, *"we have no option but to confirm the decision of FISA that the Lotus 88B be excluded from the 1981 Malboro British Grand Prix."* The judgment meant that the three protests were no longer relevant, and the teams' protest fees were therefore returned.

## MARC'S REWARD

Another fine race for Marc Surer took him into 8th place at Silverstone before a fuel pick-up problem stranded his Theodore in front of the pits.
As compensation, however, there were six votes for him from the Walter Wolf "fighting spirit" jury. Jo Siffert would have been proud of you, Marc!

## FRIENDS REUNITED

On the left, BMW Motorsport's engine specialist Paul Rosche. On the right, his old friend and rival Brian Hart, the man whose Harlow company supplies the only F2 engine which can beat the famous four-cylinder from Munich.
Both BMW and Hart are now involved in Formula 1, and it looks like being an interesting battle to see which of them - "Goliath" BMW with Brabham or "David" Hart with Toleman - manages to qualify first for a GP with one of their turbos.
Also enjoying this unexpected meeting in the Silverstone paddock are Keith Duckworth (his V8 engine scored its 142nd championship victory in the British GP) and one-time BRM chassis designer Len Terry. Twenty years ago, when Brian Hart was employed by Duckworth, he raced a sportscar designed by Terry, who is now a freelance engineer.

## PIRELLI: THE FIRST SINCE FANGIO

Thanks to the Arrows team, Pirelli tyres made their first appearance on a Grand Prix grid since Juan-Manuel Fangio started the 1958 French Grand Prix on the Italian company's tyres. Although Pirelli has been supplying the Toleman team with tyres this year, neither car has yet started a race. But some Italian influence saw both Arrows using Pirelli tyres at Silverstone, and both cars started the British Grand Prix.

## PIQUET THE FAVOURITE

It's been some years since bookmakers used to visit most of the British motor racing tracks, but at least those who wish to place a bet can do so at the British Grand Prix. This year, Nelson Piquet was the favourite with odds of 7-2. Next most fancied was Arnoux (4-1) followed by Prost and Jones (5-1), Watson (6-1), Reutemann (7-1), Villeuneuve (10-1), Laffite, Pironi and de Cesaris (20-1). The rest were at even longer odds. After the warm-up, Piquet was even more strongly fancied against the Renault drivers. Betting isn't limited to the punters though. In 1973, Peter Revson reckoned that his odds were quite favourable and he put a couple of hundred pounds on himself to win. It was a good bet: he won...

**A few minutes before the first practice session was due to get under way at Silverstone, one of the members of the Talbot-Ligier asked a mischievous question. "Is that the Brabham-Talbot they're getting ready?" he asked.**
**A Brabham-*Talbot?* Well, yes, of course. We'd almost forgotten that it's not so long since the turbocharged 1.5-litre four-cylinder engine currently fitted into the Brabham BT50 was expected to be the power behind the original Talbot F1 car. But that was before Talbot decided to invest in Guy Ligier. No sooner had they announced that agreement than Bernie Ecclestone was on the scene. In May 1980, it was announced that the engine, again carrying the BMW name, was being developed in exclusive co-operation with Brabham for the 1981 season.**
**Silverstone, where the car has already been extensively tested, was a logical place for it to make its first official appearance in public. Brabham's Gordon Murray was understandably non-commital about its chances, for rumour suggests that somewhere in Munich there are no fewer than 22 deceased BMW F1 engine blocks with big holes in the side... Nevertheless, it was worth the gamble, for the BMW's power alone (officially 570 bhp at 10,500 rpm according to engineer Paul Rosche) might have given Piquet a chance of qualifying faster than with his trusty BT49 with its atmospheric Ford-Cosworth V8. And the British teams are understandably worried about the speed of the red and yellow turbocars, especially with the fastest circuits coming up on the F1 calendar.**
**The encouraging time set by Piquet at Silverstone with the help of the BMW engine would have given him the same grid position that he obtained with the V8, and it certainly went through the speed traps quicker than any other car. There are still a few worries over the installation of the engine in the Brabham (Renault had much the same problems to begin with), but there's no reason to think that it won't be raceworthy before long.**
**The BMW giant is waiting at the door.**

*Eric BHAT*

*The familiar silver and orange colours of John Watson's helmet. It was his 116th championship race*

*The winning MP4: offspring of a shotgun wedding, it is already the apple of its sponsors' eyes...*

# McLAREN: THE END OF THE DROUGHT

*With the sort of enthusiasm which has long been familiar at Monza, the crowd cheered "Wattie" to his second GP victory*

**It was not exactly a "rebirth" of McLaren fortunes at Silverstone, because technically the new McLaren International team has only been in existence for less than a year. Nevertheless, there was genuine delight that a once-great name in racing, a name that went back to a New Zealander who had enjoyed the respect and admiration of everyone who knew him, was back on the top step of the podium with John Watson. And though it's been a long time since fortune smiled so generously on his team, there's every indication that they're back to stay.**

*by Mike DOODSON*

Every summer, three people set out from their comfortable Belfast home for a short motor racing tour. When the French GP is at Ricard, they rent an apartment by the Mediterranean. Wisely, perhaps, they avoid Dijon if they can, but they're always at Brands Hatch or Silverstone, living in a small rented motorhome among the car parks. There's only one driver who interests them, John Watson, and their support for him has been unswerving through both the good times and the bad.

The three are John's parents, Marshall and Joan, and his sister, Heather. A close family, the Watsons. It's almost eight years since John set up his personal base in the South of England, but a week never goes by without a phone call to Belfast, often from an airport where's he's waiting to board a plane.

Marshall Watson, a stolid Orangeman under the inevitable peaked cap, still maintains a small car sales business in the troubled capital of the Province. He was once a keen amateur racing driver himself, with the distinction of having steered a Citroen Light 15 to victory in the first saloon car race ever held in Ireland. John's early career in club racing and F2 was entirely financed by Marshall, who used to have some definite ideas about the management of a racing team and has been known, once or twice, to instruct the owners of John's F1 cars on how they could be improved.

→

Seven laps from the end of this year's British GP, the three Watsons sat unrecognised in one of the grandstands overlooking Copse corner. Like almost everyone around them, they were cheering themselves hoarse as John sliced the gap separating him from race leader René Arnoux. Coming out of Woodcote corner, the chicane which leads on to the pits straight before Copse, John had closed up to within 20 yards of the Renault, and has he came past the pits it was obvious that he was going to have a go at the sick turbocar at Copse corner. The manœuvre didn't quite work out.
If only Arnoux had known what pleasure it would have given those three people to see their son and brother take the lead where they were watching he might not have resisted quite so aggressively, for it was only two corners later that the Frenchman accepted the inevitable and let Watson through.

In the McLaren International pit, Watson's attempt to overtake the Renault had definitely not been appreciated. Joint team manager Ron Dennis took a deep breath: *"quite a stupid move"*, he was to say later, *"an unnecessary risk."*
Somewhere in the paddock, out of sight of the track, a dark haired figure in red and white Marlboro uniform was trying to find a place to hide. John Barnard, designer of Watson's car, had found the pressure too much to bear. Barnard's "baby," the svelte and revolutionary Marlboro MP4, was about to win its very first race. Barnard had seen his Chaparral win at Indianapolis last year, but this — his first F1 victory — was more than he could stand. The first he knew of the car's achievement in passing Arnoux was the distant cheer that he could hear from the crowd of nearly 90,000 Brits as they responded to the good news from the commentator at Becketts.
For this victory was to give many people inordinate pleasure, not just the three Watsons in the Copse grandstand. A Marlboro car had won the Marlboro Grand Prix. A Briton had won in Britain, bringing to an end a long period of drought both for himself and his team. One of Her Majesty's subjects had beaten 23 foreign invaders.
The McLaren name has been missing from the list of F1 winners since 1977. The team was able to keep its Marlboro sponsorship, but by the middle of last year, even the patience of the tobacco people was beginning to wane. Less than a year ago, they engineered the amalgamation of McLaren Racing (which had the FOCA membership and a certain amount of residual goodwill) with Project Four, a team which had previously competed in F2 and F3.
The partnership looked very much like a "shotgun wedding," with Marlboro wielding the blunderbuss: McLaren had fathered three dud cars (one of them the exquisitely expensive M28) since the advent of the "ground effect" concept. Project Four was very much the "bride" in the alliance, for the company had already conceived the exciting chassis that was to be known as the Marlboro MP4...

Many hours after the chequered flag had signalled the historic victory of the MP4's twentieth century technology and John Watson's long awaited comeback, Ron Dennis was to be found in the Marlboro hospitality unit. Normally he's a lemonade man, but today there was a glass of champagne in his hand and a slightly silly grin on his face.
Dennis is an ex-mechanic, one of the few in Formula 1 to have successfully negotiated the hurdle between being employed and being an employer. James Hunt, in a recent interview, expressed an opinion that Dennis was "too much of an enthusiast" ever to make a success of being a manager in F1. Implicit in Hunt's remark was the suggestion that Dennis lacked the killer instinct of a true professional, that he is too involved in the up and down fortunes of his team to take the detached view that managers must take of their business from time to time.
There was a big bowl of strawberries beside him, and Dennis reached for one. Hunt's remarks — however hurtful at the time they were made — have been made to look a bit silly in the light of recent events, but there was no denying that Dennis, today, was relishing his team's performance with unconcealed enthusiasm.
*"You remember, I told you after we got pole position on the first day at Dijon that it was an achievement that meant a lot to me? Well, we got a win here, and I'm happy about it because it means so much to all our people, to the team as a whole.*
*"Of course, winning is what this game is all about. Today, we won in a way that sometimes happens in motor racing, because other cars were unreliable, or because they crashed and couldn't finish. But I'd rather win with a car that was quicker than anyone else's, capable of taking off into the lead at the start and staying there all the way to the finish. Obviously it's very good to have a win. But I'm not happy, strangely enough."*
Judging from reports of the party that developed later that evening, Dennis had a headache the next morning that will have made him even less happy. But even before the Silverstone race he was looking forward to the modifications that will bring the MP4 to the level of performance that will beat the opposition, be it 600 horsepower turbo or the delicate handling of a Brabham or Williams.
*"We felt really encouraged today by the fact that we could win despite knowing that the car wasn't right. We were a bit lost during practice because we had high hopes after the test we did here a couple of weeks ago. The basic problem with the car in the past few days was turning-in to the slow corners. Every time we tried one of the regular 'fixes,' it detracted from the performance of the car in the high speed corners. In the high speed corners, the handling is outstandingly good, even other drivers say so... but we were running at a disadvantage here. Fortunately, we already have several modifications in the pipeline that we know,in advance, are going to improve it."*
However lucky the Silverstone win, it has put a hardened edge on the team, and particularly on the McLaren mechanics. Since the beginning of the company, right back to 1963 when it was founded by Bruce McLaren, it has been a *sine qua non* of McLaren racing cars that they were stronger, with greater reserves of safety, than anybody else's. That reputation literally took a knock last year — certainly as far as Alain Prost was concerned — and the people who resented it most were the McLaren mechanics.
The MP4 has restored the McLaren reputation for tough chassis, logical engineering and bulletproof reliability. *"you don't win a race by being the fastest car on the circuit,"* John Watson chimed in, *"you've got to finish. Well, now I've had a a logical series of finishes — 3rd, 2nd, 1st — I'm not sure what's supposed to happen at Hockenheim. We're realistic about things, though. The torbos, for example, have the advantage on the fast circuits, at least in terms of outright speed. But I do things, though. The turbos, for example, race, as Piquet showed today before he crashed."*
Sitting elsewhere in the Marlboro refuge was John Barnard, who had recovered his composure sufficiently to be toasting his car's success. He was quiet, though, perhaps thinking about a turbocar of his own, for one thing which the people at McLaren International refuse to do is to sit still for very long.
And next to Barnard were the three Watsons, enjoying every moment of John's triumph in the quiet, reserved way which you'd expect of a professional Belfast family from the residential respectability of 'Deramore Park.
Still with his white hat on his head, Marshall Watson looked up and smiled. *"I never had a doubt that he'd do it, y'know. Never had a doubt in my mind at all..."* □

# SHUNTS... AND MORE SHUNTS

**Apart from John Watson's win, the outstanding feature of the 1981 British Grand Prix was the number of retirements. Fortunately, they weren't all wiped out as in the massive Scheckter-provoked accident at Silverstone in 1973. It was a rather more gentle process, but with cars dropping out like flies in the first and final stages of the race.**

Only eight cars took the chequered flag: that's a third of the field. Habitually, the Monaco Grand Prix has the worst finishing record in the GP calendar, but this year's Silverstone event was just as devastating.

It was worrying just how many cars dropped out. It was like a disease. At the start of the race, there was one retirement after another, as there was at the end. Unfortunately, these weren't just due to mechanical breakages, for there was a considerable number of accidents, as illustrated opposite. It was though an epidemic had struck down the Grand Prix grid.

The series of shunts began in practice when Brian Henton and Eddie Cheever crashed. Both were particularly hopeful that practice would bring an upturn in their fortunes. Eddie was driving Tyrrell's latest 011, of which much is expected, while Brian hoped that he would be able to qualify for the first time on his team's local test track. Both hopes were dashed as they crashed at the chicane. Henton never qualified, and Cheever's car was too badly damaged to be driven again during the weekend.

Then came the race itself. The start, of course, is the most crucial and dangerous part of any race, but everyone made the first few corners unscathed. Only Siegfried Stohr retired on the first lap. After a nudge from Rebaque, the Italian went off into the catch fencing, and it wasn't until much later that his Arrows completed its first lap, on a break-down truck.

Perhaps the most spectacular accident — or a least, it involved the most number of cars — was when Gilles Villeneuve spun out of the chicane at the end of the third lap. A spinning car is always difficult to avoid at racing speed, but when its tyres are throwing up a smoke screen as they slide on the tarmac, it's doubly difficult. The closely following Alan Jones and Andrea de Cesaris were both involved. Jones couldn't help but hit Villeneuve's spinning car and ended up in the catch fencing, while de Cesaris tried to take avoiding action and was equally caught up in the poles and wire netting. While the other two drivers leapt out of their wrecked cars, the unstoppable Gilles tried to coax his secondhand Ferrari back to the pits, but in vain.

But it was Nelson Piquet who suffered the worst accident. Nelson was the only driver capable of worring the Renault drivers, and he didn't want to lose touch with second-placed Arnoux. The Brabham's Cosworth engine was hard-pushed to keep up with the powerful French turbos, but Nelson made full use of his car's excellent handling and balance. Perhaps the car was working too well, or maybe the tyres were too soft. Whatever, on lap 11, Nelson passed the pits pointing at his front left tyre, and he never came round again. The same tyre burst as he powered through Becketts later that lap. The car disappeared into the catch fencing at high speed. The accident happened so quickly that Nelson's foot was still hard on the accelerator when the virtually wheel-less car came to a halt.

Nelson was taken to the medical centre by ambulance, and the early news was that his foot was fractured. However, Gordon Murray said the next morning that nothing was broken and that Nelson would almost certainly be fit enough to take part in the German Grand Prix at Hockenheim two weeks later.

Fortunately, there weren't any more accidents, but there were plenty more retirements, particularly during the closing stages of the race. Fortunately, these were for mechanical reasons, although one driver was subjected to another kind of punitive retirement: Elio de Angelis. The Italian driver had overtaken Laffite under yellow flags waved at the scene of Piquet's accident. He'd almost hit an ambulance on its way to collect the Brazilian, and for this behaviour, the Lotus driver was black-flagged. Once in the pits, de Angelis climbed from his car, and emulating the emperors from his home city of Rome, Elio wagged a vengeful finger in the direction of the officials who had penalised him. □

*1 - Toleman (Henton)*
*2 - Marlboro (de Cesaris)*
*3 - Arrows (Stohr)*
*4 - Brabham (Piquet)*
*5 - Tyrrell 011 (Cheever)*
*6 - Williams (Jones)*
*7 - Black flag: de Angelis*

# EXTRA, EXTRA

## ELIO SHOULD HAVE STAYED AT HOME

It was only at the very last minute, on Wednesday, that Elio Angelis left home for England. Word had reached him that any attempt to land in the UK would result in his detention, evidently the result of the breach of contract suit which had been brought against him by his old team Shadow, last year. Elio had been given to understand that the matter would be settled by Lotus, and it was only when he heard that Colin Chapman had drawn the necessary cheque for $67,000 that he felt free to catch his plane.
No sooner had he arrived ar Silverstone, however, than there was yet another round of legal argument over the eligibility of the Lotus 88B, which was nevertheless permitted to practise on Thursday. Not for the first time, the car's unpredictable handling failed to impress the Italian. *"It may be a potential world beater,"* he said, *"but not for another three years. It feels so bad that I think I'd rather be in jail than trying to qualify it here."*
On Friday, back in the more familiar Lotus 87, it was evident that the car's narrow track (which had made it so suitable for Monaco and Jarama) turned it into a real handful on the 140 mph airfield circuit. He got it into the race, but only just: *"I did one quick lap only... and frightened myself witless on every corner,"* he said.
On race day, Elio's star quality again shone through. In a brilliant demonstration, aided by retirements ahead of him, he hauled the Lotus from 20th place to 6th. Unfortunately, in doing so he passed Laffite under a yellow flag. Called in for a brief lecture on his misdeed, he decided there and then that this had indeed been a wasted weekend.

***G.P.***

## THE OTHER IRISH SMILES

John Watson wasn't the only satisfied Irishman at Silverstone after the British GP. At the far end of the paddock, in the hospitality area set up by the Guinness and Rizla publicity departments, Derek Daly was talking of the progress that his team - down to one car since Monaco - has made in the last three races.
*"I was having to think seriously about some other form of racing after we failed to qualify at Monaco,"* He admitted. *"When you haven't qualified in six races, you start to feel that you need race experience. It has a bad effect on the the morale of the team, too: you can't expect people to work hard when there's no sign that you're going to get into the race.*
*"This new car we've got was only ready for testing one week before the race. It's all been drawn up by our race engineer Adrian Reynard: he's based at the factory full time, because March's senior designer Gordon Coppuck is busy with F2. Adrian has got different underwing profiles, a new exhaust system and the chassis is one foot shorter to bring the front wing nearer to the front wheels.*
*"Within ten laps, we were already one second faster than we'd ever been before at Silverstone. For me, the significant thing was setting 15th fastest time in the warm-up this morning. And in the race it was really satisfying to be able to overtake someone like Jacques Laffite."*
There are still some volatile elements in the March team, however, and Derek had already had an angry exchange with team boss John Macdonald about a loose gear linkage that had forced him to make an early pit stop. Without that stop, the red-haired Dubliner would surely have been in the points...

***M.G.D.***

## HAVE THE ENGLISH FORGOTTEN FAIR PLAY?

As Alan Jones strolled to the pits from his helicopter, he found he had some noisy supporters. *"Hope you beat the Frogs,"* they said, and Alan wondered if he had been responsible for this sudden xenophobia. Banners among the crowd told the same story: "Stuff the French," they read. The final retirement of René Arnoux was greeted with roars of approval from the grandstands. Even Marie-Claude Beaumont, Renault's charming and unfailingly helpful Press attachée, had the uncomfortable experience of being booed in the pits by spectators who didn't recognise her but saw only her black and yellow uniform.
*"A few years ago, scenes like this wouldn't have happened,"* said Bob Dance, Chief Lotus mechanic unmistakeably anti-French, with a particular bias against Renault drivers Prost and Arnoux. No other team has ever attracted such vilification at the British GP, indeed there were just as many pro-Ferrari favours as usual among the crowd. Despite eliminating Jones, Gilles Villeuneuve's final retirement (his tattered Ferrari finally came to rest a good 2kms from the scene of their chicane accident) earned a spontaneous round of sympathetic applause at Stowe corner.
No Frenchman has ever won the British GP. It is not unreasonable to imagine that a victory for Prost or Arnoux at Silverstone would have been very badly received, for on the evidence of the public reaction, (satisfied cheers as Arnoux's turbocar dribbled to a halt), Renault's racing cars are not welcome in Britain.
It is certainly a new phenomenon. Trintignant and Behra enjoyed great popularity in Britain during the fifties; Cevert and Beltoise in the sixties. Depailler was once disqualified for a yellow flag infraction at Brands Hatch in F3, but both he and Laffite built up a strong popular following among a public which was notorious, for example, in preferring Gurney (an American) over Clark, Rindt (a German) above Stewart, and Peterson (a Swede) to Hunt. Indeed, the homegrown drivers often started at a disadvantage in their "home" Grand Prix, at least in terms of popular support.
Since then, of course, we've had all sorts of political battles that have alienated the French. There have been questions in the House of Commons not only about alleged French attemps to undermine the British fruit industry, to block exports of lamb, even to defy EEC on the protection of British fish. And last winter, the FISA/FOCA power struggle was explained to British Members of Parliament as a "conspiracy" to create rules that would give F1 victories to French cars which couldn't win them in fair competition on the track.

In the old days, Frenchman raced British cars. Then French sponsors started to support British teams. The Ligiers had their greatest period of success when they had British engines. But there's something about the extreme Frenchness of Renault, the state-owned racing team, that is unattractive to the British race fan. Unlike British teams, Renault uses exclusively French drivers, men who were encouraged, protected, even mollycoddled by the wealthy panoply of the Renault/Elf "graduation" system. Prost and Arnoux, however willing they may be to meet the press, are almost completely unknown to the average British fan, at least to those who don't read this publication...
*"When you think of Renault, you think of 100 per cent Frogginess,"* says Alan Jones. *"Frank Williams flies British flag*

*when his cars win, but his drivers are an Australian and an Argentine. He employs Carlos and me because of our ability, not our nationality. I don't think the British are nationalistic at all. Just look how popular Nelson Piquet is with the crowd here at Silverstone."*
Obviously, there are some fences to be mended in motorsport between the French and the British. FISA President Balestre - who has been blamed for much of the ill-feeling - had started the process by wearing an RAC silk tie throughout the weekend of the British GP.

And it would be wrong to imagine that the venom aimed at the Renaults was pure ill-will. For those who find it difficult to un derstand how an Irishman can also be British, it has to be pointed out that it was only the Renault that stood between a British driver and victory. Some at least of the cheers that greeted Arnoux's retirement were, in fact, to cheer on John Watson. Given that it's five years since "Wattie" had won a Grand Prix, it was understandable that he should have been the crowd's favourite.

***M.G.D.***

# EXTRA, EXTRA

## JARIER: FROM ENZO TO ENZO

A few years ago, when Enzo Ferrari was looking for a new driver, he had the choice between a young Austrian and a Frenchmann: Niki Lauda and Jean-Pierre Jarier. Lauda's form was less sparkling than Jarier's. Even so, it was Lauda who finally signed to drive for Ferrari. It was the turning point for both drivers. Lauda went from strength to strength, winning two world championships. Jarier's career took a dive: most of his Formula 1 career since then has centred around second-rate teams, apart from the occasional one-off drive to fill in for one of the major teams.

After Dijon, both Jarier and Italian team manager Enzo Osella were in a quandary. The man from Volpiano near Turin was under pressure from his team's sponsors to get his cars onto the grid and finish races. He needed a good driver with experience. Jariers's reputation as a hard charger with a heavy right foot made him the perfect candidate for the job. Furthermore, Jarier was available.

Jarier was without a drive, and he was furious about it. When he was offered the Osella, he'd virtually abandoned all hope of ever racing in Formula 1 again. *"When Talbot-Ligier asked me to step in and replace Jean-Pierre Jabouille at the start of the season, because Jean-Pierre hadn't recovered from his Montreal accident, I did all I could to help the team. Afterwards, the team was full of promises. I was led to believe that if the occasion presented itself, they would employ me on a more permanent basis. So when I read in the papers that they'd signed Tambay to replace Jabouille for the rest of the season, I was really upset. That man Ligier really conned me.*

*"I was so depressed that I even turned down the Thedore drive. I didn't want to drive Tambay's cast-off, and anyway, the team didn't want to pay me."*

It looked as though retirement was the only way out. But then Jarier's competitive nature came to the fore.

*"It would have been awful to have retired like that, without trying something else. I accepted the Osella on two conditions. First of all, I wanted to drive the car on a circuit that I knew well, so that I could judge it in controlled conditions. Secondly, I wanted to be paid. Osella asked me for a day in which to consult the team's sponsors. The next day, he phoned me and said that he could meet my two conditions. I could test the car at Ricard."*

So Jarier drove tee Osella for the time in the peace and quiet of the circuit in the South of France. He found it to be well made, simple, yet clever. It took him just one hour to reach his conclusions about the Osella. *"First of all, I thought that we should go back to square one. The basic problem, I reckon, is that the chassis isn't stiff enough. It twists and turns like a snake in the corners."*

Osella was immediately impressed, and surprised. *"In one hour with Jarier, I learnt more about the car than in six months of racing and practising."*

Jarier agreed to drive for the team at Silverstone. He was two seconds a lap quicker than Gabbiani on identical tyres. Seventeenth quickest on Thursday, he thought he could do even better the next day. *"I'll be in front of the Ligiers,"* he joked. And he was very nearly faster than the two French cars. But for his engine breaking after nine laps of the second qualifying session, his prophesy might well have been correct. Michelin gave the team two sets of the soft 106 tyres, and Jarier thought he could set a time of lm 14.5s on them. That would have put him on an equal footing with the Ligiers. It didn't matter to Jarier that the French team was in all kinds of trouble: he wanted his revenge.

At the start of the race, he was battling with Cheever, Surer and Borgudd towards the back of the field. But then he had to make a pit stop. The car was set up with too little rear wing and it was oversteering. Jarier might well have finished in the points but for the stop. Instead, he wanted to save his rear tyres, and cure the problem. It would be useful for Osella's future.

*"The new car should be ready soon, and that's something to look forward to. It makes me determined to do well now. Anyway, it's important for me to be driving during the period when next year's contracts are being finalised..."* Jarier is already talking to two top teams, even though he is only driving for the less illustrious Osella team.

Jarier may have been turned down by Enzo Ferrari a few years ago, but it was partially thanks to Ferrari that Jarier was so high on the grid. Enzo helps Enzo: Ferrari asked Michelin to give the Osella team some softer tyres in order to get them amongst the top teams on the grid.

Jarier, ever the dreamer, is already thinking about driving for a number one team next year. He's already driven for seven different Formula 1 teams. Might he be looking to leave one Enzo's team for another, and make it number eight?

***M.L.***

## THE UPS AND DOWNS OF EDDIE CHEEVER

Eddie Cheever paced up and down in front of his pit. The first unofficial practice session was 20 mi-nutes old already, but his new mount, Tyrrell's 011, was still on its stands in gloom of the Tyrrell garage.

In the hubbub and noise of the pits, Eddie's raised eyebrows revealed his impatience. His mechanics were working as fast as they could. The previous day, Eddie had given the car its first shakedown test at Donington Park. *"We had a brake problem, which is why the car isn't ready,"* he explained. *"It's not really finished yet. We haven't even got an engine cover."*

But his first impression of the car was that it's good, very good. *"Th monocoque is twice as stiff as the old one,"* he enthused. *"The 011 is already better than 010. It turns into corners really well, whereas when you turned the steering wheel in the old car, nothing happened. And traction out of corners is good too, because the downforce is much better."*

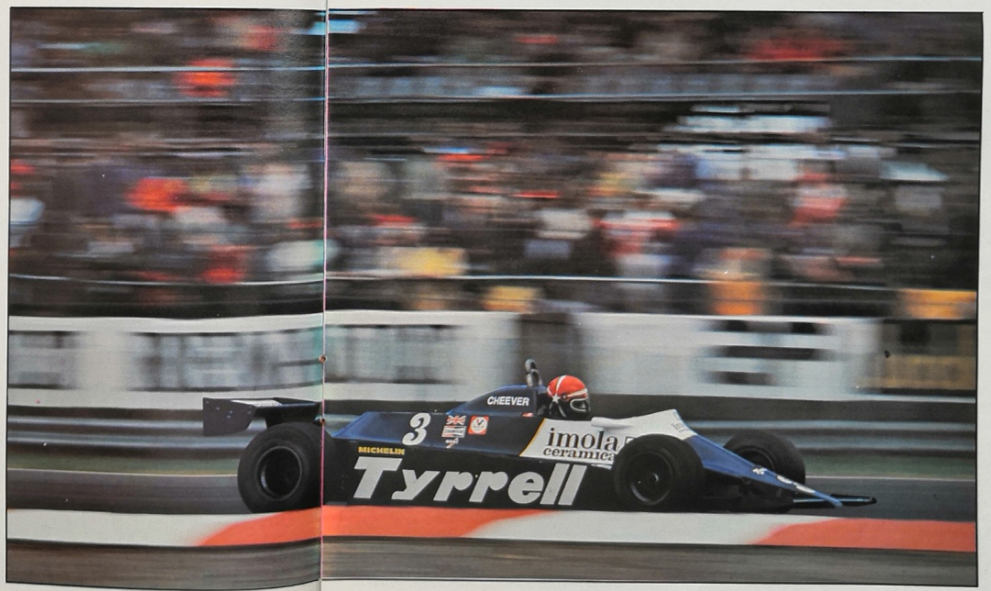
But the car was still virtually untested when it arrived at Silvestone. It still had to be set up. *"It's not going to be easy,"* reckoned Eddie. *"It reacts to the slightest adjustment. When you change something, the car is completely different. It's going to be difficult to find the perfect balance. But once we've found that balance, the car's going to be really good."* And that's why he was so impatient. He wanted to get on with the job.

Eddie pointed to the square and reassuringly wide monocoque: *"the thing that's really good is that it's safe."* The mechanics began to lift the car off its stands. Eddie put on his helmet with relief, climbed into the car, and set off down the pit lane.

Around two hours later, the car's safety was put to the test. Ten minutes after the start of the afternoon's official session, Cheever hit a kerb in the chicane and lost control of the car, which crashed into the catch fencing.

The bent car was returned to the pits suspended from a breakdown truck. It was an ignominious end to what should have been a promising debut. Maurice Phillippe examined the damage to his new car, and quickly realised that it wasn't going to run again that weekend.

A few yards away, Ken Tyrrell didn't even move when the car was brought back to the pits. He was laughing and joking with Alboreto. Ken's a typically unflappable Englishman. However bad the accident might be for his team's morale, he refused to make his own feelings known. An Italian team manager would probably have torn his hair out. But not Ken. He knows racing far too well to be upset by something that he knows to be "just racing". The new car carries the hopes and fortunes of the whole team, but such an accident simply means a slight delay.




Eddie, however, felt rather worse about it. He'd hoped that he would never have to drive an 010 again. He swore quietly as he went off to find his spare car.

But on Saturday evening, after the race, Eddie was smiling again. With some luck, he'd finished an unexpected 4th and it had nearly been 3rd. *"Laffite's a tricky so-and-so,"* he smiled. *"He knew just how to deal with me. His engine was cutting out. I was right up behind him at Stowe on the last lap, but he forced me to take an outside line. When his engine coughed and spluttered, I was no longer in a position to overtake him. If I'd waited a little longer, I could have got past him. My car was running fine. It wasn't that quick, but I had no problems at all."*

Sunshine bathed the circuit. Michele Alboreto, smiling and upright as ever, congratulated Eddie with warmth and sincerity. The Rome-based driver was happy again.

***E.B.***

# THE FILM OF THE RACE

**After dominating practice, both Renaults went on to do the same in the race, only to fall foul of fuel feed trouble which cost them certain victory. Prost and Arnoux were both miles in front of the rest, only to retire. After practice, Nelson Piquet's Brabham had appeared as the major threat to the French cars, but the Brazilian crashed on the 12th lap. Despite being delayed in Gilles Villeuneuve's spectacular accident, it was John Watson who took the chequered flag, much to the home crowd's delight.**

1 - The start: Arnoux gets off the grid well, but a long second gear loses him the advantage of pole position

2 - Alain Prost leads lap one in front Pironi and Villeneuve. The Renault pulls away into a commanding lead, while the Ferraris slip down the field. All three later retire

3 - Arnoux is up to second place on the third lap, in front of Pironi, Piquet, Villeneuve and Jones

4 - Villeneuve and Jones crash. The Ferrari spins, and is hit by the Williams. Gilles tries to get back to the pits, but parks the car further round the track

5 - Further back, Patrese leads Laffite and de Angelis. In the closing laps, the Arrows engine breaks, leaving third place to Laffite

6 - Fuel feed trouble slows the leading Renault, and Watson quickly catches Arnoux, overtaking him on the 61st lap

7 - Laffite runs short of fuel on the last lap, and Cheever nearly takes third on the line

## PRACTICE

René arnoux and Alain Prost were the two fastest in the first qualifying session. Earlier, it seemed that Goodyears were the right tyres to have, for Piquet and Jones were fastest, only to fall back to third and fourth places respectively. Watson, Reutemann and de Cesaris were the next quickest. Then came the Ferraris and Alfa Romeos, filling eighth to eleventh places. Derek Daly was a pleasing 13th fastest in his Avonshod March, while Osella had the pleasure of seeing Jarier set 17th fastest time, the best this season for the Italian team. At the other end of the scale, the Talbot team was in trouble with the wrong wheel bearings. Both Laffite and Tambay had to use the spare car and were only 15th and 16th on the provisional grid. Henton was a pleasing 19th fastest, although he crashed heavily at the end of the session.

The first three were the same after the second session. Arnoux and Prost both went quicker, but remained in the same order. Prost broke an engine in his car but was unable to go quicker than teammate Arnoux. Piquet set third fastest time in his normal Brabham-Cosworth, although the time he set in the Brabham-BMW would have been good enough for fifth on the grid. Pironi was at his highest on the grid this year with fourth fastest time, starting from the second row.

The Williams drivers were lower on the grid than for quite some time. Jones was seventh and Reutemann was in ninth spot. Two other English teams were in trouble. De Angelis was on the penultimate row in his hurriedly constructed Lotus, and Mansell failed to qualify, while neither of the Tolemans made the race after two engine two engine fires.

## RACE

Poleman Arnoux slipped back to fourth at the start, and was led by Prost and the two Ferraris which had made superb starts as usual. Prost soon began to pull away, and by the third lap, Arnoux was up to second, but already six seconds behind the leader. Arnoux led Pironi, Piquet, Villeneuve and Jones. The two Malboro McLarens were close behind, Watson leading de Cesaris in seventh and eighth places. But the British Grand Prix was about to become a race of retirements, and none of the first six just mentioned was to finish the race.

Prost pulled away from Arnoux, but the second Renault was followed closely by Nelson Piquet's Brabham. Pironi tried hard to keep in touch. Behind him, the retirements began. Villeneuve spun out of the chicane at the end of his fourth lap. Jones hit the spinning Ferrari and ended up in the catch fencing. De Cesaris tried to avoid the two cars but found himself in the catch fencing too. John Watson just managed to miss the three cars, but lost four places braking hard to take avoiding action. Villeneuve tried to restart and regain his pit to have the damage repaired, but stopped for good a few corners later.

On the fifth lap, the order behind the first four was as follows: Reutemann, Andretti, Giacomelli, Tambay, Watson and Laffite. But then the leaders began to thin out. Piquet went off at Becketts when the front left tyre blew, and Pironi's engine broke two laps later. By then, Watson had overtaken both Talbot Ligiers, Andretti's Alfa (Giacomelli had retired), and Reutemann's Williams. So now the McLaren driver was in third place behind the Renaults.

On the 17th lap, it was Prost's turn to pit. He pulled into the pits quite slowly with a fuel problem and didn't rejoin. So Arnoux took over the lead in front of Watson, Reutemann, Andretti, Patrese and Laffite. The order then remained stable for a long time, the race was uninteresting with no excitement until the 50th lap. Then Arnoux's engine started to sound rough: it was the same problem that had afflicted Prost earlier in the race. The Renault's 30 second lead rapidly disappeared at the rate of three or four seconds a lap. Watson's McLaren drew ever closer, and on the 61st lap, to roars from the crowd, John overtook Rene. The Frenchmann tried to hang on to his second place, but without success, and the engine gave up for good shortly before the finish.

There were more retirements even in the closing stages. Andretti's accelerator cable broke, Patrese's engine blew up, and Surer ran out of petrol. Behind Watson and Reutemann, the principal beneficiary was Laffite who finished third, just in front of Cheever, Rebaque and Borgudd, the latter scoring his first championship point. □

# Silverstone statistics

## BRITISH GRAND PRIX

**Date :** July 18, 1981
**Circuit length :** 2.932 miles
**Race distance :** 68 laps, 199.385 miles
**Conditions :** overcast
**Attendance :** 85.000 spectators

## THE RECORD

*(last five races)*

**1976 :** LAUDA (Ferrari)
**1977 :** HUNT (McLaren Ford)
**1978 :** REUTEMANN (Ferrari)
**1979 :** REGAZZONI (Williams)
**1980 :** JONES (Williams)

## STARTING GRID

| | |
|---|---|
| **PROST** Renault RE 30 1'11"046 | **ARNOUX** Renault RE 30 1'11"00 |
| **PIRONI** Ferrari 126 C 1'12"644 | **PIQUET** Brabham BT49 1'11"952 |
| **DE CESARIS** Marlboro MP4 1'12"728 | **WATSON** Marlboro MP4 1'12"712 |
| **VILLENEUVE** Ferrari 126 C 1'13"311 | **JONES** Williams FW07 1'12"998 |
| **PATRESE** Arrows A3 1'13"762 | **REUTEMANN** Williams FW07/B 1'13"371 |
| **GIACOMELLI** Alfa-Romeo 179 1'14"119 | **ANDRETTI** Alfa-Romeo 179 1'13"928 |
| **LAFFITE** Talbot-Ligier JS17 1'14"798 | **REBAQUE** Brabham BT 49 1'14"542 |
| **ROSBERG** Fittipaldi F8/C 1'15"165 | **TAMBAY** Talbot-Ligier JS17 1'14"976 |
| **STOHR** Arrows A3 1'15"304 | **DALY** March 811 1'15"850 |
| **JARIER** Osella FA1/B 1'15"898 | **ALBORETO** Tyrrell 010 1'15"850 |
| **DE ANGELIS** Lotus 87 1'15"971 | **BORGUDD** ATS D6 1'15"959 |
| **SURER** Théodore TY02 1'16"155 | **CHEEVER** Tyrrell 010 1'16"099 |

**Non-qualified :**

**SERRA** (Fittipaldi F8C) 1'16"360
**HENTON** (Toleman) 1'16"388
**MANSELL** (Lotus 87) 1'16"432
**SALAZAR** (Ensign N180B) 1'16"694
**WARWICK** (Toleman) 1'16"891
**GABBIANI** (Osella FA1) 1'17"784

## UNOFFICIAL PRACTICE TIMES

| THURSDAY MORNING | | FRIDAY MORNING | | SATURDAY MORNING | |
|---|---|---|---|---|---|
| PIQUET | 1'12"965 | PIQUET | 1'12"19 | PIQUET | 1'13"409 |
| JONES | 1'13"033 | JONES | 1'12"88 | ARNOUX | 1'14"781 |
| REUTEMANN | 1'13"382 | PROST | 1'12"93 | PIRONI | 1'14"866 |
| WATSON | 1'14"164 | WATSON | 1'13"52 | JONES | 1'15"215 |
| REBAQUE | 1'14"367 | REBAQUE | 1'13"70 | PROST | 1'15"386 |
| DE CESARIS | 1'14"473 | ARNOUX | 1'13"78 | REUTEMANN | 1'15"523 |
| PROST | 1'14"587 | VILLENEUVE | 1'14"21 | WATSON | 1'15"630 |
| ANDRETTI | 1'15"458 | PIRONI | 1'14"42 | DE CESARIS | 1'16"023 |
| LAFFITE | 1'15"800 | ANDRETTI | 1'14"77 | VILLENEUVE | 1'17"047 |
| DE ANGELIS | 1'16"218 | PATRESE | 1'14"85 | TAMBAY | 1'17"056 |
| PATRESE | 1'16"223 | DE CESARIS | 1'15"05 | DE ANGELIS | 1'17"228 |
| ARNOUX | 1'16"231 | REUTEMANN | 1'15"20 | GIACOMELLI | 1'17"267 |
| GIACOMELLI | 1'16"270 | BORGUDD | 1'15"85 | BORGUDD | 1'17"310 |
| DALY | 1'16"338 | DALY | 1'15"99 | ANDRETTI | 1'17"354 |
| PIRONI | 1'16"678 | JARIER | 1'16"26 | DALY | 1'17"409 |
| ALBORETO | 1'16"974 | DE ANGELIS | 1'16"33 | JARIER | 1'17"434 |
| JARIER | 1'17"199 | CHEEVER | 1'16"33 | PATRESE | 1'17"765 |
| SALAZAR | 1'17"254 | ALBORETO | 1'16"37 | ROSBERG | 1'17"769 |
| STOHR | 1'17"721 | MANSELL | 1'16"80 | LAFFITE | 1'17"795 |
| BORGUDD | 1'17"772 | SURER | 1'16"83 | SURER | 1'17"938 |
| VILLENEUVE | 1'17"787 | STOHR | 1'17"04 | CHEEVER | 1'17"988 |
| SURER | 1'17"818 | TAMBAY | 1'17"09 | STOHR | 1'18"227 |
| TAMBAY | 1'17"928 | LAFFITE | 1'17"10 | ALBORETO | 1'18"495 |
| CHEEVER | 1'18"243 | ROSBERG | 1'17"30 | REBAQUE | 1'52"218 |
| ROSBERG | 1'18"895 | SALAZAR | 1'17"47 | | |
| GABBIANI | 1'19"060 | WARWICK | 1'17"62 | | |
| SERRA | 1'19"919 | SERRA | 1'18"33 | | |
| MANSELL | 1'20"797 | GABBIANI | 1'18"44 | | |
| WARWICK | 1'46"995 | GIACOMELLI | 1'18"69 | | |
| HENTON | 1'51"935 | HENTON | 1'18"71 | | |

## THEIR FASTEST RACE LAPS

| | Time | Lap n° |
|---|---|---|
| Watson | 1'15"32 | 59 |
| Reutemann | 1'15"89 | 52 |
| Laffite | 1'17"03 | 62 |
| Cheever | 1'17"18 | 48 |
| Rebaque | 1'15"84 | 58 |
| Borgudd | 1'17"44 | 55 |
| Daly | 1'16"51 | 46 |
| Jarier | 1'16"51 | 45 |
| Arnoux | 1'15"06 | 08 |
| Patrese | 1'16"11 | 45 |
| Surer | 1'17"07 | 45 |
| Andretti | 1'17"16 | 27 |
| Rosberg | 1'18"40 | 51 |
| De Angelis | 1'17"12 | 23 |
| Prost | 1'15"19 | 4 |
| Tambay | 1'18"23 | 7 |
| Pironi | 1'17"44 | 4 |
| Piquet | 1'15"33 | 10 |
| Giacomelli | 1'17"79 | 3 |
| Villeneuve | 1'17"20 | 3 |
| Jones | 1'17"20 | 3 |
| De Cesaris | 1'16"88 | 3 |
| Alboreto | 2'49"45 | 1 |

## OFFICIAL PRACTICE TIMES

| | 1st | 2nd |
|---|---|---|
| ARNOUX | 1'12"158 | **1'11"000** |
| PROST | 1'12"237 | **1'11"046** |
| PIQUET | 1'12"328 | **1'11"952** |
| PIRONI | 1'14"070 | **1'12"644** |
| WATSON | 1'13"370 | **1'12"712** |
| DE CESARIS | 1'13"976 | **1'12"728** |
| JONES | **1'12"998** | 1'13"250 |
| VILLENEUVE | 1'14"182 | **1'13"311** |
| REUTEMANN | 1'13"467 | **1'13"371** |
| PATRESE | 1'15"217 | **1'13"762** |
| ANDRETTI | 1'14"440 | **1'13"928** |
| GIACOMELLI | **1'14"119** | 1'14"442 |
| REBAQUE | 1'14"594 | **1'14"542** |
| LAFFITE | 1'15"313 | **1'14"798** |
| TAMBAY | 1'15"656 | **1'14"976** |
| ROSBERG | 1'16"695 | **1'15"165** |
| DALY | **1'15"189** | 1'15"303 |
| STOHR | 1'17"229 | **1'15"304** |
| ALBORETO | 1'16"446 | **1'15"850** |
| JARIER | 1'15"943 | **1'15"898** |
| BORGUDD | 1'16"758 | **1'15"959** |
| DE ANGELIS | | **1'15"971** |
| CHEEVER | 1'16"381 | **1'16"099** |
| SURER | 1'17"124 | **1'16"155** |

## PROVISIONAL WORLD CHAMPIONSHIP POSITIONS

| Position/Driver | Long Beach | Brazil | Argentina | San Marino | Belgium | Monaco | Spain | France | Great Britain | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 REUTEMANN | 6 | 9 | 6 | 4 | 9 | – | 3 | – | 6 | 43 |
| 2 PIQUET | 4 | – | 9 | 9 | – | – | – | 4 | – | 26 |
| 3 JONES | 9 | 6 | 3 | – | – | 6 | – | – | – | 24 |
| 4 VILLENEUVE | – | – | – | – | 3 | 9 | 9 | – | – | 21 |
| LAFFITE | – | 1 | – | – | 6 | 4 | 6 | – | 4 | 21 |
| 6 WATSON | – | – | – | – | – | – | 4 | 6 | 9 | 19 |
| 7 PROST | – | – | 4 | – | – | – | – | 9 | – | 13 |
| 8 PATRESE | – | 4 | – | 6 | – | – | – | – | – | 10 |
| 9. DE ANGELIS | – | 2 | 1 | – | 2 | – | 2 | 1 | – | 8 |
| CHEEVER | 2 | – | – | – | 1 | 2 | – | – | 3 | 8 |
| 11. PIRONI | – | – | – | 2 | – | 3 | – | 2 | – | 7 |
| 12. ARNOUX | – | – | 2 | – | – | – | – | 3 | – | 5 |
| MANSELL | – | – | – | – | 4 | – | 1 | – | – | 5 |
| REBAQUE | – | – | – | 3 | – | – | – | – | 2 | 5 |
| 15. SURER | – | 3 | – | – | – | 1 | – | – | – | 4 |
| 16. ANDRETTI | 3 | – | – | – | – | – | – | – | – | 3 |
| 17. DE CESARIS | – | – | – | 1 | – | – | – | – | – | 1 |
| TAMBAY | 1 | – | – | – | – | – | – | – | – | 1 |
| BORGUDD | – | – | – | – | – | – | – | – | 1 | 1 |

## CONSTRUCTORS CUP

**1.** Williams 67 pts - **2.** Brabham 31 pts - **3.** Ferrari 28 pts - **4.** Talbot-Ligier 21 pts - **5.** McLaren 20 pts - **6.** Renault 18 pts - **7.** Lotus 13 pts - **8.** Arrows 10 pts - **9.** Tyrrell 8 pts - **10.** Ensign 4 pts - **11.** Alfa-Romeo 3 pts - **12.** Théodore 1 pt. ATS 1 pt.

## RESULTS

| | | |
|---|---|---|
| **1. WATSON** | Marlboro McLaren MP4 | 68 laps, 199.385 miles in 1 h 26'54"80, 137.64 mph |
| **2. REUTEMANN** | Williams FW07/B | 40"6 behind |
| **3. LAFFITE** | Talbot Ligier JS17 | one lap behind |
| **4. CHEEVER** | Tyrell 010 | one lap behind |
| **5. REBAQUE** | Brabham BT49/C | one lap behind |
| **6. BORGUDD** | ATS D6 | one lap behind |
| **7. DALY** | March 811 | two laps behind |
| **8. JARIER** | Osella FA1/B | three laps behind |
| **9. ARNOUX** | Renault RE 30 | four laps behind |
| **10. PATRESE** | Arrows A3 | four laps behind |
| **11. SURER** | Théodore TY 02 | seven laps behind |

**Fastest lap :** ARNOUX 1'15"067, 140.61 mph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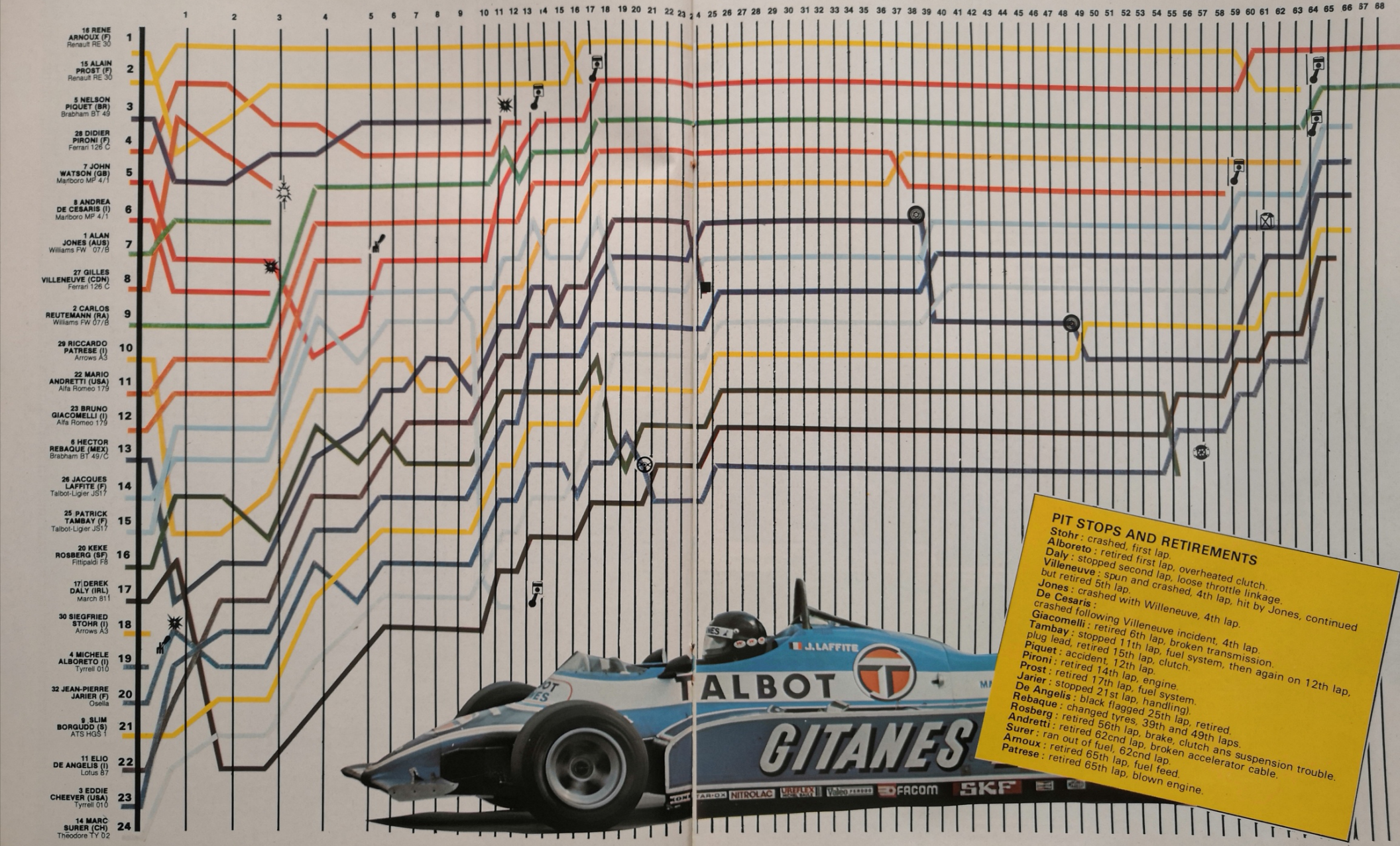
# Lap by lap - Giro per giro - Runde um Runde - Tour par tour - Vuelta a vuelta - Ronde




## PIT STOPS AND RETIREMENTS

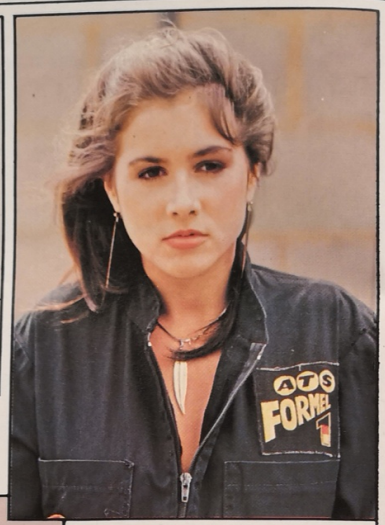
**Stohr** : crashed, first lap.
**Alboreto** : retired first lap, overheated clutch.
**Daly** : stopped second lap, loose throttle linkage.
**Villeneuve** : spun and crashed, 4th lap, hit by Jones, continued but retired 5th lap.
**Jones** : crashed with Willeneuve, 4th lap.
**De Cesaris** : crashed following Villeneuve incident, 4th lap.
**Giacomelli** : retired 6th lap, broken transmission.
**Tambay** : stopped 11th lap, fuel system, then again on 12th lap, plug lead, retired 15th lap, clutch.
**Piquet** : accident, 12th lap.
**Pironi** : retired 14th lap, engine.
**Prost** : retired 17th lap, fuel system.
**Jarier** : stopped 21st lap, handling).
**De Angelis** : black flagged 25th lap, retired.
**Rebaque** : changed tyres, 39th and 49th laps.
**Rosberg** : retired 56th lap, brake, clutch ans suspension trouble.
**Andretti** : retired 62cnd lap, broken accelerator cable.
**Surer** : ran out of fuel, 62cnd lap.
**Arnoux** : retired 65th lap, fuel feed.
**Patrese** : retired 65th lap, blown engine.

Giro per giro - Runde um Runde - Tour par tour - Vuelta a vuelta - Ronde na ronde -

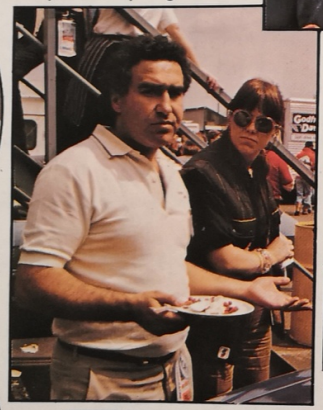
# Postcard from Silverstone

The team of Marlboro Pitts Special performing their eye-opening aerobatics

**The timekeepers had the invaluable assistance of the electronic equipment provided by Longines**

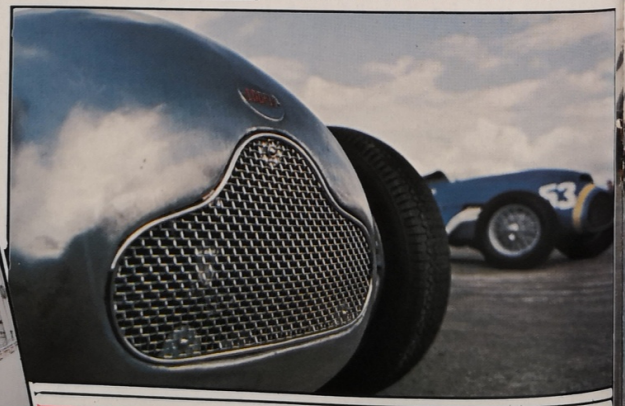


GPI's British-based Managing Director was keeping an eye... on the sales figures from the circuit booths

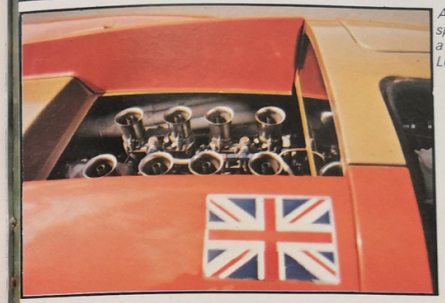


Alan Jones with a suitable tee shirt

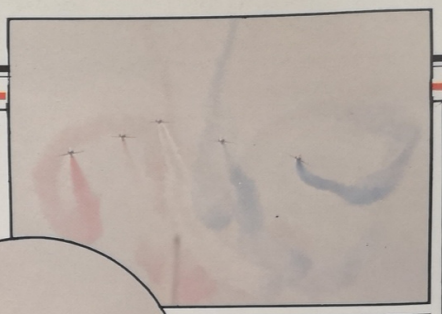
**Bulbous lines of an old 500cc F3 Cooper**

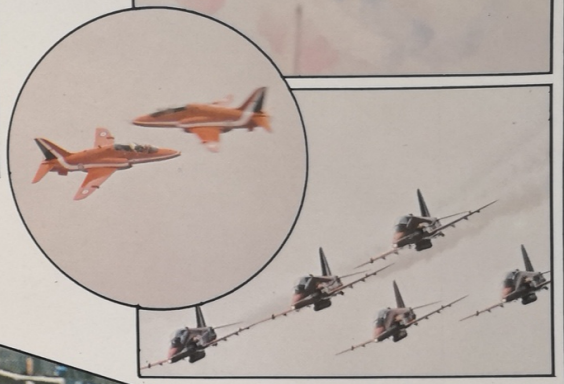






*A reminder of past sports car glories: a Chevy-powered Lola T70*

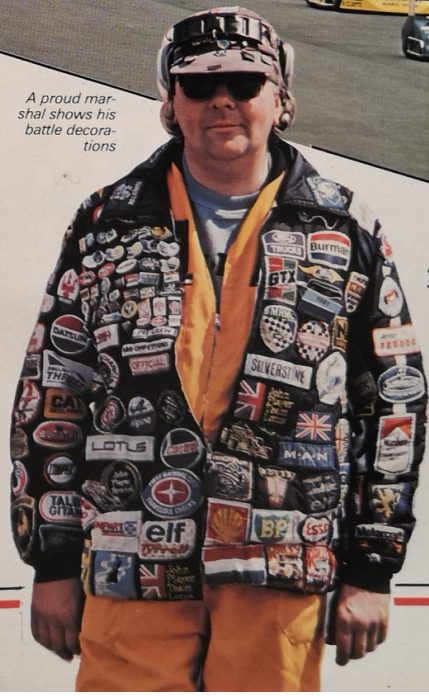




*The Red Arrows never cease to amaze: these are the smoke trails from their final flypast*

*Superkarts: 120 mph from only 250cc!*

*A proud marshal shows his battle decorations*



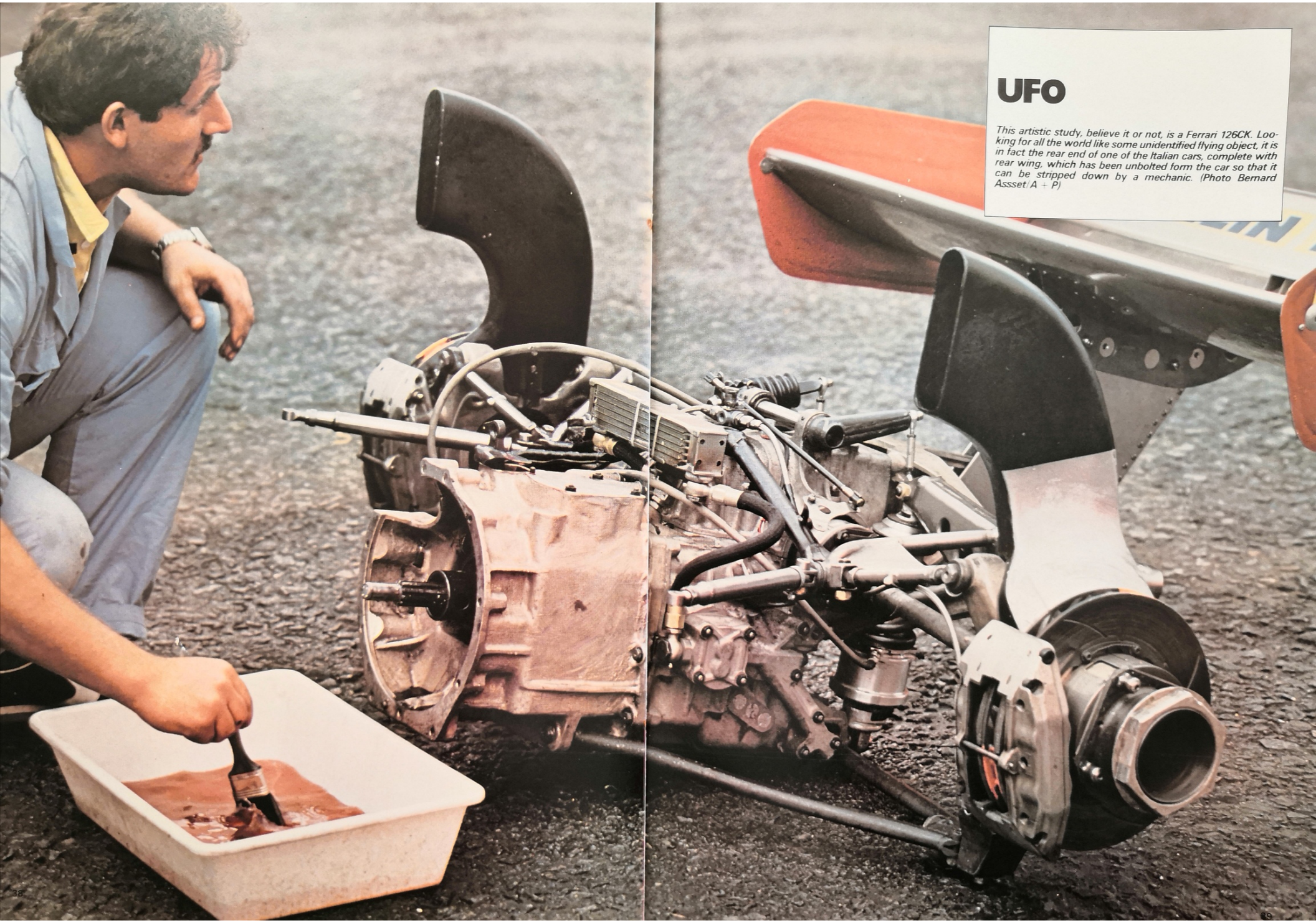

***Silverstone was a disappointment for the readers of the Daily Star and their racing columnist***

# A STEAMING WRECK

*Having set 19th fastest time in the first session of timed practice on Thursday, Brian Henton was anxious to do even better in the second. As he swung the British turbocar through the Woodcote chicane, however, he felt it failing to respond as it should. In a fraction of a second, it was out of his control and the Toleman crashed, sustaining a great deal of damage. As can be seen from our picture, there wasn't much left of the car when it came to rest, although Brian was unharmed except for some minor scratches. (Photo Emmanuel Zurini).*

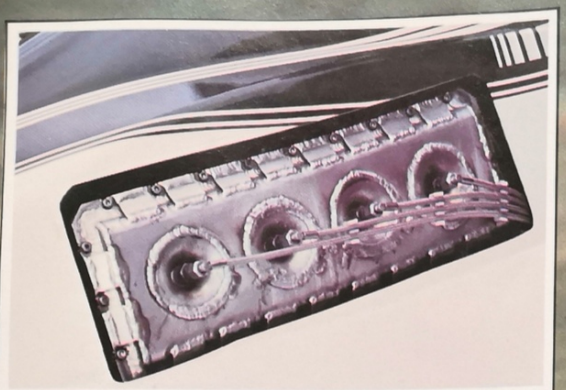
# GILLES OVERCOOKS IT

*Starting lap 4 of the British GP, and only just hanging on to 5th place behind Pironi and Piquet, Gilles Villeneuve gets his Ferrari hopelessly crossed up in the chicane. A giant smokescreen causes instant panic, with de Cesaris taking to the verge in a vain attempt to avoid getting involved. Alan Jones collects the Ferrari before joining the Italian in the catch fence, while John Watson has to brake so hard that he loses four places. When it was all over, Villeneuve tried to get what was left of his Ferrari restarted, but only got as far as Stowe corner. (Photos Thierry Bovy/DPPI).*



# UFO

*This artistic study, believe it or not, is a Ferrari 126CK. Looking for all the world like some unidentified flying object, it is in fact the rear end of one of the Italian cars, complete with rear wing, which has been unbolted form the car so that it can be stripped down by a mechanic. (Photo Bernard Assset/A + P)*



# THE BMW TURBO APPEARS

*The Parmalat-Brabham team decided that Silverstone was the right place to give their BMW-engined BT50 turbocar its first public showing. It was the Munich factory's "first" in F1 racing, for Nelson Piquet was allowed to do a few laps with it in official qualifying. Although there are still some handling problems to be sorted out, his best time would have given him a place on the third row of the grid. It is not difficult to imagine what the combination of BMW turbo-power (officially over 550 horsepower!) will do to lap times when coupled with traditional Brabham handling qualities. Just wait until next year... (Photos Bernard Asset/A + P).*

# CARLOS REUTEMANN

FACE TO FACE

**Talking to Carlos Reutemann, it is extremely difficult to believe that this really is the man who's leading the world championship. He seems to be so off-hand about the whole business that you find yourself checking the race results, just to reassure yourself that he's scored all those points this season. For his position hasn't had the slightest effect upon him as he concentrates on the job in hand. Indeed you get the impression that he himself is getting even more detached in his attitude. And it's impossible to say whether this is a matter of caution or even of superstition on his part. He might be a bit more willing to discuss the matter in greater detail if eventually he does finish the season as champion of the world. For the time being, though, he's keeping all his emotions to himself, and nothing he does is unpremeditated. Above all, Carlos Reutemann remains his own master, a very private person just as he's always been.**

*by Eric BHAT*

**One of the most outstanding achievements of the season has been your record series of 15 consecutive races in the points. How important was this achievement to you?**
Mmmm... I think it is a really good achievement for the team. The mechanics have done a great job with the preparation of the car. Frank makes sure that we have the very best parts and materials. But for me, it doesn't mean anything. I don't make mistakes, but I don't feel there's anything remarkable about that, not to me personally.

**Monaco was the 16th race, but you retired with gearbox trouble. You looked really disappointed when you got out of the car. Was that because you had got into the habit of finishing?**
Yes, I felt bad. Not because of the record, which I could have improved, but because Monaco is the easiest race of the year to finish in the first six. I wanted to collect good points, which I am missing now in the championship.

**Lots of people, including other drivers, are saying that this is far and away the best F1 season you've ever had...**
Yeah. I think ehhh... it was a very good season until Spain. After Spain, though, it hasn't been looking so good. We haven't been so competitive.

**Do you think you made a mistake in Spain, letting Gilles Villeneuve overtake you on the second lap?**
No. No, no, no, no, no. I think I had a good race in Spain. I had a lot of problems with second and third gear... so I couldn't fight back against Gilles. When we were all bunched up at the end, with my problems, I had a lot to lose. For me, those laps with five cars together were a show: it was not a real race, it was a joke. Villeneuve, though, was driving brilliantly to keep us behind, his car was very bad in the corners...

**Do you think this year that you're driving better than ever before?**
No, no. Not at all. That's not how I feel about it.

**You had your last serious chance of becoming world champion in 1978, with Ferrari. In what ways has your driving improved since then?**
I had a chance of winning the championship in 1978, but is was very difficult to beat the Lotus 79, the first ground effect car. I won four Grands Prix that year, which is a lot to win in one season. But Mario won six and won the championship. Still, it was the closest that I ever came to winning the championship. It was very difficult from technical point of view, you know?

**It it had been the Reutemann of today driving the Ferrari at that time, do you think that things would have been different?**
I don't know, very difficult to say. I think you live day by day, moment by moment. I am more experienced now, you get more experience with every race. But I don't ever wonder if I would have won more races, or driven differently, if I had the experience then that I have now. You can't say "If you do that, if you do this, then..."

**Nelson Piquet says that the reason why you are able to stay out of trouble and finish so many races is because you've lost the taste for fighting against other drivers on the track. Is there any truth in that?**

Well, probably he says that because... well, perhaps I am being careful this year. The starts of the race are the most difficult part of a Grand Prix, so... probably I take too much care in the starts. Normally I don't go crazy in the beginning of races, because I don't want to be involved in any type of incidents. When the race starts to develop, it's different, I don't mind fighting against another driver. Nelson does a lot of fighting, for sure. It depends who you are, what the situation is. If I didn't like fighting, I wouldn't be a Formula I driver anymore.

**After ten years in F1, what do you enjoy most about it?**
Only driving. Just the driving. Testing and qualifying just as much as the racing.

→

**As number 2 driver at Williams to Alan Jones, do you feel that you helped him to win the championship last year?**
No, I don't think so. It was Alan who won the championship last year. It was nothing to do with me.

**And this year, do you feel that it is your turn to win?**
No. I don't think so. I don't feel that he should have to help me either. I'm not expecting to get any help from him. In racing, you're always on your own when you're driving.

**Under the terms of your contract, you were supposed to let Alan overtake you in Brazil and win the race. Why didn't you do so?**
Because... if I had done that it would have been, well... I was in the lead of the race and I was thinking about having to let Alan pass me. I would have to just give him the race, like that. I knew I couldn't do that. Even when they showed the pit signal "JONES-REUT." If I had done that, I might as well have stopped, left the car in the middle of the track and gone home to Argentina... Walked out of motor raing. That was the only way I could have thrown away a Grand Prix.

**How did Frank react afterwards?**
I think he was upset. Very, very upset.

**Did he tell you anything in reproach?**
Yes... he did. After Brazil, the atmosphere changed in the team towards me. It hasn't been the same since then.

**If Frank and Patrick were upset, doesn't that mean that you could find yourself in a difficult position? Do you think they'll put a full effort behind helping you to win the championship?**
Life is like that, you have to take things as they come. You can't go backwards...

**What are you relations with Alan like at the moment? After all, you're both in the same team, you both attend the debriefings and have to spend time together...**
After Brazil, there was a tension in the team... but it was always there. That's it, competition inside the team. Alan doesn't trust me: that's not difficult to understand, though...

**At Ferrari last year there was a very good relationship between Gilles Villeneuve and Jody Scheckter. Don't you think that co-operation like that would have been a help at Williams?**
Yes, when they understand each other like that, it's good. But in a situation like the one at Williams, what can I do to improve it? That's the way it is...

**Among the 15 races in a row that you finished in the points, are there any which stand out particularly for you?**
The most difficult one was Imola, the Italian GP last year, because I was driving with nearly no clutch for the whole race. I was last on the first lap... and I came back to 3rd place. That was the most difficult... and the best one. I should have won, though.

**Goodyear has just started to supply your tyres again. When you heard that they were coming back, did you expect that to help you win the championship?**
Yes, but Michelin has now had the chance to work with teams that have good chassis, like Brabham, McLaren and Williams. They have found some good compounds. So it wasn't a disadvantage for us to have worked with Michelin. At the moment the Goodyears are quick, but we haven't worked yet like we did with Michelin. The Williams have not been as far back on the grid (this year) as they were at Dijon... and this was with

Goodyear. I think they have good tyres, but at the moment they don't work very well on our car.

**How confident now are you in your chances of becoming world champion?**
I don't know. I think possibly this year is the last chance for me. Possibly. It's only because I have a lot of points, but I don't feel... well, I don't feel that I am going to win the championship very easily. No, I'm not anxious. I'm calm. If you can't be calm, it's finished.

**But surely it's your greatest ambition? How do you stay so calm?**

Whatever happens, life will stay the same afterwards. The sun will come up in the East and go down in the West. The world championship is a good ambition. But I think there are a lot of important things to do in life. There are more things than just motor racing and world championships. I will not be too disappointed if I don't win. I will not be very happy if I fail, but I'm not going to get too excited about it.

**What are your interests outside motor racing? What are the important things as far as you are concerned?**
Oh, a lot of interests. Business. Politics. Lots of things. I try to follow what is happening in the world, I'm very interested in everything. Life is very interesting and I have a lot of things to do... everywhere.

**What do you plan to do after motor racing?**
I don't know. I don't have the answer yet. Maybe I will spend one season in rallying, it's very professional, I enjoyed driving the Fiat on the Codasur last year. At the moment, though, motor racing is the most important thing in my life. □

# WATTIE: A PERSONAL MEMOIR

*John Watson and Marshall, his father. (Photo Bernard Asset/A + P)*

**There were nine points for him at Silverstone. They represented much more than that, though. For John Watson, victory "at home" marked the last step on a trail that had brought him across a parched desert. Sometimes, in the course of the past five years, it has been difficult even to survive in a profession where occasionally, it seemed, he alone had faith in his own abilities. On an occasion like this, there was more than just the familiar grin. He took the opportunity to show his delight with a wide smile that echoed back to him from 100,000 spectators who revelled in it almost as much as he did.**

*by Keith BOTSFORD*

have great affection for the man. That is, already, one of the things that marks John from other drivers, that one can think in such terms. Other drivers you can like, respect, admire; you can compete against them, see them thirty or forty times a year, chat with them - you don't get very close. It's in the nature of the business they're in, that it is enclosed, cut off from human contact. Above all, few drivers have the remotest curiosity about private lives. Gossip, yes, but what people are really about, not at all.

In John's case, there is a genuine curiosity. He's one of these people who like to know how things work. And things include human beings. A lot of that is due to what is, for a driver, a character of extraordinary introspection. For most, I suspect, any delving into the self would be considered somehow denying action: to think is to be unable to act. Take that as the crudest sexual metaphor and you will see what I mean. Some things come naturally or they don't come at all. And with John, few things come naturally except driving. Which leaves him time to think about other things.

It started out between us as with many relationships in the Formula I family: time to spare, talk, a sort of understanding. In John's case, it was over the nature of how you go about writing and thinking, an interest in words, in the construction of a text.

As always, with John, concealed behind

a fair amount of self-deprecation. *"Of course I can't understand that,"* he would say about some book that was a cut above airport literature. And yet he would ask the meaning of words. How a book was written, how much one was paid, the technique of how one went about it. And, as I write (among other things) pseudonymous espionage novels, and John is a keen reader of the better kind of thrillers, we came to a bet: he would win a Grand Prix again, and I would send him five spy novels, one of them mine. After Silverstone, I shall comply.

Perhaps the self-deprecation was what made his career, certainly over the last few years, so despairing. For indeed, they were bitter times. As John explains, McLaren is no team for losers. Prost came into the McLaren team last year in South America and you could actually feel the mood shift in the team. It was Alain who got taken out to eat fish under the thatched roof at Guaruja, Alain who was the blue-eyed boy. Not that John resented Alain for it. He recognized his talent. But Alain was not only getting the attention, he was getting the car. And when, a few races into the season, he was no longer getting a car that worked - no one at McLaren was - then, as John says, Prost's results dried up.

But one of the reasons John is in racing is for the kind of attention and caring that takes him out of his own rather lonely nature. An essentially shy man, celebrity makes up for a lack of human contact. To know how true that is, you only had to wait around Silverstone after the race and see John sticking to the podium: he did two hours of autographing and enjoyed every second of it. The limelight. And that in a day when drivers compete to see how fast they can get away from the track after a race. And the public, their fans - and those who pay their wages - be damned.

McLaren has a tradition of being ruled by its mechanics. Mass, Revson, Tambay - all could tell you what it is like to be unsuccessful at McLaren. The mechanics can crucify you. It's not that they sabotage your car, just that they make it obvious that they don't think much of you. On John's car, they put a sticker saying 'John What's wrong'. As Watson put it, that's not very far from treason. And he was deeply hurt. Not merely because he cares deeply what the world thinks of him, but because, unlike other drivers, he does not have the inner resources of arrogance and *m'en fichisme* to put failure out of his mind and turn on the mechanics with anger. Or just walk out of the team.

Teddy Mayer, too, proved a problem. Because Teddy, in John's book, is a man rooted in the past, belonging to a different order of the sport. It's as though, for Teddy, the drivers were little more than peons: the famous (or infamous) light bulbs you screw in and out or a car. Thus, being a thinking man, aware of the world, of politics, the international scene, business and human affairs, John thinks of Teddy as being - which he is - somewhere to the right of Genghis Khan. To John, it simply appeared that Teddy, for all his intelligence and drive, did not care about him as a human being: took away his dignity and ridiculed him publicly. Mayer thought the mechanics bumper sticker funny. John did not.

As he says, he had to grin and bear it. The failure of the McLaren team was being blamed on him. Personally. When in fact John believes that the car was simply uncompetitive and the leadership of the team, in Teddy Mayer's hands, non-existent. It took a lot of character to get out of that: or rather, to last it out. And particularly for a man as full of complexes and insecurities as John. At Guaruja last year, for instance, on Sao Paulo's fashionable beach, there was this girl. And she fancied John. And perhaps John fancied her. But somehow, the old rule of directness, of connecting, did not work for John. It often does not. And, the world being a cruel place, fun is made of that failure. After all, failure of any kind is the one thing racing drivers cannot endure. The racing ego needs constant feeding. And easy conquests. Once again, John was being too sensitive; he wanted something better than a groupie. Perhaps (why not?) even a measure of *feeling*.

Over the years, in his good times and his bad, we spent a lot of time together - here and there. Playing tennis in Montreal and Brazil, golf in South Africa and Madrid. I have always held that sport reveals a man's character; however far in a sport a man's natural talents take him, the difference between talent and excelling is a matter of character. To John, tennis and golf must come naturally: or they won't come at all. Everything about the man, including his driving, is a matter of instinct and timing. What he calls "the feel" of the things. Which means that he can drive a ball a mile down the fairway one hole and the next, doing the identical thing, a mile to the side and into deep trouble. He plays both sports as erratically as his driving record shows he drives cars: on the day brilliant, over a season, inconsistent.

Some people think he belongs in the Jochen Mass category of driver: the guys who are too "nice" somehow to win. But Jochen was the most lateral-thinking driver I ever have known. It takes nothing to distract Mass from the task at hand, because too many things, besides motor racing, give him pleasure. I don't think John's "nice" in that way. He isn't easy-going, he isn't relaxed, he couldn't just lie around in the surf and bask and do nothing. In fact, he is a bundle of nerves and highly-charged circuits. Jochen is placid, John is a high-wire, and taut. But to John, racing is everything. Most people, he says, want to do what they do best. They discover something in themselves at which they are successful, and pursue that one thing. He is the same way. He fell in love with machinery and with speed at an early age, and has never fallen out of love. Even in his time of trial and tribulation.

The demon of self-reflection is in him, and I often think of him as the Hamlet of the sport. Not merely that line we all know, *to be or not to be*, but the rest of it, about *suffering the slings and arrows of outrageous fortune*, for instance. Hamlet's problem was that thought stifled action. His mind was a divided house. John will admit to that: all too readily. And thus admires those for whom solving problems is an easier task. An Alan Jones, a Prost, a Bernard Ecclestone. They seem not to care about the problems that bedevil them but John will always look within himself and ask that fatal question: am I responsible?

Yet surely there are few drivers who are, *instinctively*, better at their trade. Few whose reflexes and physique are as adapted to the timing and the incredibly rapid decision-making that the sport demands. He acknowledges - and this is probably the only area of real certainty in John - that he considers himself by far the best "natural" driver in the sport. Nor is it far from true. The trouble with the sport being, now, that instinct and naturalness have less to do with success than they ever did. It's that old game that all drivers play with themselves, isn't it? The confidence game. That when all goes well any one of them can beat the world. And when they fall foul of circumstance or disaster, few have the character to climb back into contention. But to be back where he "belongs" drives John. He loves what he does too much to give it up; and sometimes himself too little to want to stay where he is not wanted. Hence the despair of last season) and hence, the brilliant revival this season, crowned at Silverstone, on his home circuit. Hamlet finally laying the gost. □

*His name was all over the Sunday papers: fortunately, only on the sports pages! (Photo David Winter)*

*Opposite: John Watson relaxes by the Thames, far from the race track. A keen golfer and tennis player, he is also a hi-fi addict. (Photo David Winter)*

*A man who has never lost faith in his own ability savours the special feeling that comes on the day after a fine victory. (Photo David Winter)*

# TYRRELL 011: THE COMEBACK CAR?

**Ken Tyrrell is still without a major sponsor, but he admits that he hopes his new car, the 011, will attract major sponsorship with which he can launch a full-blooded attrack on the championship next year. The two previous Tyrrells were both designed along the lines of the successful cars of the moment. The 009 resembled Lotus's 79, and the 010 was similar to the Williams FW 07. The latest car, however, is wholly original, if not revolutionary.**

*by Giorgio PIOLA*

The new Cosworth-powered Tyrrell made a brief but spectacular debut during practice for the British Grand Prix. Cheever crashed it into the Woodcote catch fencing on the first day of practice, too badly to be repaired on the spot. Fortunately, I had managed to have a good look at the car beforehand, but is must be admitted that Cheever's accident demonstrated the strength of the 011. One of the major features of the new car is its driver safety cell complying with 1982 safety regulations, and Cheever's accident proved that the chassis had done its job.

Tyrrell's chief designer, Maurice Philippe, explained that the new car was designed to meet three criteria: the first is that it should incorporate improved driver safety: the second is that the chassis should be stiffer than on previous models; and the third is that it should be aerodynamically more efficient.

As mentioned, the 011 complies with the 1982 safety regulations, and that's immediately apparent from the chassis. It's wide at the front and also higher than current monocoques, allowing the driver lots of space for legs and feet. Philippe says that the new chassis is twice as stiff as preceding Tyrrells. While this may speak highly for the 011, it also says little for the older cars.

The monocoque is constructed almost entirely by metal-to-metal bonding, incorporating honeycomb. The two main full length side panels are constructed of an aluminium alloy skin with honeycomb sandwich. The floor is slightly different. The inner skin is made of kevlar rather than aluminium. The bulkheads are of machined aluminium alloy.

Maurice Philippe is very pleased with the result, for without using carbon fibre, the car is very rigid, yet right on the weight limit.

The rear suspension is conventional, but the front suspension is new. It uses a pull-rod system operating inboard-mounted spring/damper units, similar to that of the Brabham. But this system was also used on the Philippe-designed Lotus 72 and Parnelli. The rear suspension and Tyrrell's narrow gearbox casing (previously used on the 010) means that the rear end of the car is uncluttered, allowing for excellent airflow. Glass fibre bodywork has been kept to a minimum, partially because the monocoque itself provides much of the outer surface, but also to minimise distortion under load.

Much of the design work has been carried out in the wind tunnel. The monocoque isn't aesthetically pleasing because it's big and lacks the costly curves of, say, the MP4. But further observation reveals greater advantages. In spite of the monocoque's size, the interior wing section in the side pods is bigger than on the 010, and the aerodynamic tunnels are certainly free of obstruction and very clean. □

Dimensions

**Length:** 465 cms
**Width:** 208 cms
**Rear track:** 159 cms
**Front track:** 173 cms
**Fuel capacity:** 40 gallons
**Weight:** 585 kilos

*The new Tyrrell's shape is square and not very pretty. However, the monocoque is twice as stiff as the 010, and complies with safety regulations due to come into force next year.*

*After a brief shakedown session at Donington, Tyrrell's new 011 arrived at Silverstone devoid of engine cover which hadn't been finished. The car's aerodynamics have been studied in the wind tunnel with particular emphasis on the interior side pod profile. According to Cheever, the car has excellent downforce.*

*Gérard Larrousse saw his team so close, yet so far from winning*

*Renault Elf drivers Arnoux and Prost were fastest in practice and the race, but their RE30s weren't the most reliable cars on the track*

*Renault's V6 engines have attained a high standard of reliability this year, but a batch of faulty valves caused their downfall at Silverstone*

# A DARK DAY FOR RENAULT

**Within minutes of the start of the British Grand Prix, it was obvious that the Renaults would be hard to beat. But speed is useless if cars aren't reliable. René Arnoux and Alain Prost started from the front row of the grid, there was no doubt as to their speed at Silverstone. But burnt valves wrecked what should have been an easy one-two. Both drivers and team boss Gerard Larrousse were tremendously disappointed after the race.**

*by Eric BHAT*

A happy and satisfied crowd invaded the Grand Prix paddock after the Silverstone race. Their man had won the Malboro British Grand Prix in his Malboro MP4. They were looking for the red and white of Watson's overalls. No one noticed the man with a black and yellow jacket slung over his shoulders, brief case in hand, as he strode through the spectators. His face was expressionless, he noticed no one, and no one took any notice of him. This was Gérard Larrousse, boss of the Renault team. His cars had just lost the British Grand Prix, and he wanted to leave Silverstone and the memory behind him.

What was going through Larrousse's mind as he made for the exit gate? What could he be thinking? No doubt he felt more than just disappointed. No doubt he felt more than a little weary, and certainly frustrated. Maybe it was a combination of the three, or even more than that. Perhaps a sensation of guilt, worry with an after-taste of injustice would be more accurate.

The guilt feeling derived from the fact that his cars should have won, and they'd lost. It couldn't really be blamed on bad luck. Shunts at the first corner are often bad luck, but mechanical breakages can be avoided.

Larrousse felt worried because he must have wondered if his cars were ever going to win the series of races which would allow the team to win the world championship.

And finally, he must have thought how unfair it all was. Everyone, he thought, had done all he could to get Prost and Arnoux into the lead, but in vain. Neither of the two drivers had made it to the end. Unrewarded effort is a heavy load to bear. It's too easy to be discouraged in motor racing.

But another feeling that doesn't affect all team managers must have weighed heavily. It's not simply his wish to see that his drivers win, but his job. As with most of the major constructors, it is for the prestige of the marque that they have to win. They're not in it for the money or the sport, but for simple marketing reasons.

Furthermore, on Saturday at Silverstone, the Renault team lost its chance of winning the World Championship this year. After Dijon, there was the possibility that it the team's best placed driver, Alain Prost, won another race, then he would still be in with a chance in the world championship. But when you're a Formula 1 outsider, you can't afford to lose nine points. You have to be on top all the time to win the final accolade.

Alain Prost was also conscious of the fact. The little fellow is in a hurry. It may be only his second Formula 1 season, but he wants to win, and he knows he's capable of doing so. When his engine broke while he was pulling away from the others and into a lead that was more and more secure, Prost realised that he wasn't simply going to lose the race, but that his hopes of being world champion, alive at the beginning of the race, were now no longer.

Prost wanted to leave the circuit as soon as possible. In spite of being obviously competitive and wanting to win as much as anyone, the little Frenchman had had a hard weekend. Even though he'd qualified on the front row the previous afternoon, he still wasn't happy about it. After the engine in his normal race car had blown up, he had to drive the spare car, and it was in that car that he set his best time. But he reckoned it wasn't as good as his own, and the rev limiter was cutting in too early for his liking, depriving him of revs and time down Silverstone's straights. So Alain was second on the grid, but like most Formula 1 drivers, he was frustrated that he wasn't higher.

As luck, or bad luck, would have it, the man whom he wanted to bump off pole position was none other than teammate Arnoux. But those in charge of the Renault team didn't want to encourage an inter-team battle between their two drivers when they were already on the front row. It would be a pointless exercise. The sensible decision was to leave it at that. So Prost's rev limiter wasn't reset. A sullen Alain Prost vowed that he would take his revenge the next day. Sure enough, he led for the opening laps, but his retirement early in the race meant that he would have to wait until Hockenheim for another chance to win.

Meanwhile, it was up to René Arnoux to save the day for Renault. When Prost retired, he was in second place, and in a good position to take over the lead. At least one of the Renaults would win. Such had been the cars' superiority during practice that few of the other teams thought that they could really challenge the yellow and black cars. Another car would only win if the Renaults broke.

The other teams were thinking of the Renault skirts. They hoped that they would wear and upset the car's handling. During the warm-up, everyone noticed that the turbocars couldn't set quick times without damaging the aerodynamic appendages that guarantee ground effect. On full tanks, plus the car's natural

weight, the RE 30s would be very heavy. The skirts would surely suffer.

Bur Larrousse wasn't over-worried. The team had been concentrating throughout practice, on eliminating the bottoming that has such a disastrous effect on the skirts.

So Arnoux found himself in the lead, as he had twice last year when Jean-Pierre Jabouille retired. He would save the situation again. Gérard Larrousse would be delighted, especially as Bernard Hanon, the Renault managing director, was making one of his rare visits to a Grand Prix. Furthermore, it would be good for René. He needed to regain his confidence which has suffered somewhat since the start of the season. When things are going well in a team, René drives well too. When things don't go well, his driving and morale suffers. It's a common problem with Formula 1 drivers.

But René was also deprived of a win. Just as it looked as though it would be the Frenchman who would cross the line with a substantial margin over second-placed Watson, the Renault engine lost power. René tried to latch onto Andretti's Alfa and get a tow to make up for the lost power, but it didn't work. Inexorably, Watson's Malboro closed on the Renault, and a few laps later, swept past the stricken turbocar. A few laps later, the V6 stopped altogether.

René felt a dreadful sinking feeling as his lead disapeared. And then, with sickening inevitability, the car cruised to a standstill, just a few laps from home. Later, his brown eyes wide in an attempt to hide his disappointment, René made good his bad luck by explaining that losing a race like that was part of the sport. The Renault team carried on working after the race was over. Bernard Dudot, one of the team's engineers, preferred to settle down with his charts and figures rather than spend time stationary in traffic jams. Later, when the team returned to Paris, they took the engines apart and found out what was wrong: the problem was burnt valves, the batch had been faulty. But Renault were at least able to celebrate one win. The next day team rider Bernard Hinault won the Tour de France cycle race which finished in the Champs Elysées in Paris. □

# PROST Scriptum

*I'm sure that John Watson's victory at Silverstone provided all the British spectators with a very satisfying feeling of revenge. From what I'm told, most of the "rosbifs" believed that Renault had stolen a rather sneaky victory from Brabham or McLaren at Dijon. They were convinced that we would never have been able to win under so-called "normal" circumstances. As it turned out, they really got their own back in the British GP.*

*Looking back on my whole career, I honestly can't think of a single race which was as easy for me as Silverstone, at least at the beginning. I had the situation under complete control. René Arnoux was holding a good second place, with Watson the best part of half a minute in arrears. As early as the third lap I was able to start thinking about sparing the car: tyres, engine and gearbox. For example, in the fast corners like Club and Abbey, I was keeping it in 5th gear instead of using 4th, a precaution which I hoped would prevent a recurrence of the Dijon problem with 4th gear. And then it suddenly all went wrong. Without any warning, the engine went on to four cylinders. I immediately headed for the pits, hoping against hope that it would turn out to be nothing more serious than a loose plug lead or something similar. It was, of course, something much more serious, something wrong (we've since found) with a couple of exhaust valves.*

*I naturally felt bitter. It was the first time that I have been forced to retire when I've been leading a Grand Prix, and it's not an experience I'd willingly go through again. It wasn't just the question of losing what should have been an effortless victory, either. Failing to finish in England has forced me to give up any hopes that I might have had of becoming world champion this year. I reckoned that two or three more victories after Dijon would have been enough to put me back in the title hunt with a reasonable chance of pulling it off. In the bottom of my heart I still believed I could do it. Now I have to think about my chances in 1982.*

*The British Grand Prix brought up yet again the absurd situation which we now have in F1 over the question of skirts. Last year I was right behind the campaign to get sliding skirts banned on safety grounds. But I have to admit that the idiotic rules which have been introduced this year have, if anything, made things even worse.*

*As a result of the rules being so badly written, you will know that all the cars are now fitted with hydro-pneumatic systems which "drop" the car as soon as it's running. When the skirts are new, the car tends to bottom out because of the downforce that is generated by the sidepods. But the roadholding is good. However, it doesn't take long for the skirts to start wearing... and when they do, the road holding gets worse.*

*Nothing cold be more stupid. All the setting up which we do in practice is wiped out by the skirt wear. This is inevitable when they're rubbing directly on the ground without being able to move up and down, as they were last year. In qualifying, we make adjustments to compensate for the skirt wear, and then, when the time comes to aim for a good grid position, the mechanics fit new skirts and qualifying tyres... So the car feels completely different all over again. The basic problem is that skirt wear makes the handling completely unpredictable, but it's not the only problem.*

*The trick, you see, is to try to control skirt wear to the absolute minimum. So now we're setting up the suspension as hard as possible, with bump stops in the springs to make them virtually solid. It's most unwise from a mechanical point of view, and potentially extremely dangerous. I can't begin to tell you what sort of shocks get transmitted to the driver when the car is set up hard like that.*

*Unfortunately, that is the rule... and we're stuck with it. When skirts were banned last year, it was the right thing to do. But the people in Formula 1 refused to get used to the idea. A pity, I say, and far from safe. Sorry to have spent so much time riding my hobby horse in public, but I can assure you that it's all extremely illogical. After all, there are very few things in this world that are perfect. If there were, I would certainly have won last Saturday.* □

# OK ALAN?

*by Alan Jones*

It's not often that a racing driver has the opportunity to sleep late on a Sunday. One of the agreeable things about the British GP at Silverstone, however, is that they hold the race on Saturday (50 minutes by helicopter from my London home!), so I was not too pleased when I was woken early on Sunday by the telephone.

It was Frank Williams calling to tell me that a French journalist had reported that I had signed a contract for 1982 with Talbot-Ligier. The story, I hasten to add, was completely false, though it's intriguing to wonder whether the French nation might change its attitude towards me if, by some chance, I were to find myself racing one of their beloved blue cars one day. As it happens, I suspect that Guy Ligier started the rumour to rev up his two current drivers...

The nicest thing that happened to me at Silverstone was a presentation made by a company called Western Models, who gave me an all-metal model of the Maserati 250F which my father raced in Australia in the late fifties. It was painted in his colours, complete with the silver stripe around the nose, and it's got a place of honour in my home.

Lots of people have asked me how I feel about Gilles Villeneuve after he'd taken me out of the race in that big spin at the Woodcote chicane. I wasn't at all happy about it at the time, as you can imagine, especially as I'd just overtaken the man who eventually won the race.

But it would be wrong for me to say anything against Gilles just because he made one mistake. My respect for Gilles is based on what I know of him already, and I'm not ashamed to say why I respect him. He combines enormous aggression on the track with a deep sense of responsibility... though I would have been much happier at Silverstone if he had waited until after I had overtaken his ill-handling Ferrari before pulling such a spectacular stunt at the chicane. Still, we all make mistakes from time to time, don't we?

Looking back on everything that happened at Silverstone, it's very difficult for me not to think how different things would have been for me if I had been better placed on the grid. We were extremely disappointed to arrive at Silverstone and to find that Goodyear hadn't been able to bring us any tyres that were different from the ones that we were given for Dijon.

We found ourselves playing around with different sized front wheels and different tyre specifications. By the end of qualifying, we'd got so confused that I wasn't able to repeat times in the official qualifying sessions that I'd already done in the untimed practice.

When Goodyear came back into F1, they said they would be helping only two teams, but lo and behold at Silverstone they had taken on Lotus as well. The Goodyear people have a lot of work to do (like finding a "qualifying" tyre as good as the Michelin), and having Lotus to look after as well as Brabham and Williams isn't going to make things any easier for them. I hope we shall have some better news to report from Hockenheim.

Since circumstances made it impossible for me to win at Silverstone, I would like to say that I shared the pleasure of all those wonderful fans who enjoyed John Watson's victory.

There's pure Irish blood on my mother's side of the Jones family, so I could understand the logic of John's rather Irish argument that, having finished 3rd in Spain and 2nd in France, it was only to be expected that he would finish 1st in the British GP.

If I couldn't win, at least I wanted John to pull it off. I've regarded him as a topline driver ever since I came into F1 myself. He's had some difficult times to get through, sometimes so difficult that you've got to admire him for keeping faith in himself. And I don't mind if he keeps on doing well, just as long as he always finishes behind me and ahead of Carlos and Nelson... □

## MARLBORO MCLAREN

***Marlboro-Ford MP 4/2:***
John Watson (GB)
***Marlboro-Ford MP 4/1:***
Andrea de Cesaris (I)

The McLaren International team has obviously been making progress during the last four races, and most certainly, it's been hard for Watson to do much better. The cars are obviously competitiven, and for this reason, there were few modifications to the MP4s at Silverstone. However, new suspension may appear in Germany and there may be bodywork changes for Austria and Holland. Wattie had no mechanical problems during practice, the only reason he drove the spare was to effect repairs to his race car when he hit a bouncing skirt off another car. Watson and de Cesaris filled the third row of the grid, but the latter was very quickly a victim of the Villeneuve-Jones accident. Watson miraculously avoided the damaged cars, but lost a lot of places and time. But he quickly retook the cars in front and was ready to take over the lead when Arnoux's ailing Renault slipped back into retirement.

## LIGIER AND DUCAROUGE PART COMPANY

*"Guy Ligier and Gérard Ducarouge have decided to bring to an end their association:"* with these unrevealing words began the press release explaining the sudden restructuring of the Talbot-Ligier team.

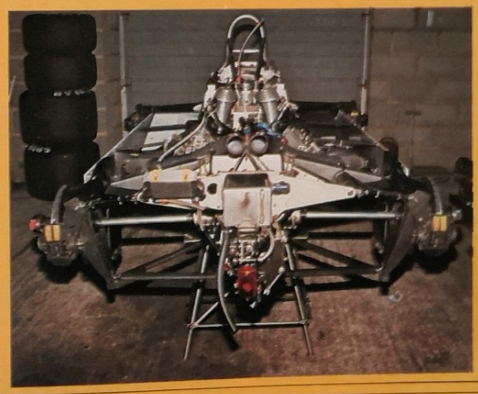
For some time now, Guy Ligier has made obvious his displeasure towards Gérard Ducarouge. Furthermore, Jean-Pierre Jabouille's new job in the team has meant that it's been essential to reorganise the team. So the fact that out of it all, Ducarouge leaves the team, is scarcely suprising. Some have been predicting it for a while now. There's no doubt that Ducarouge left the team un willingly. After all, he virtually created it, and certainly put all his energy into it. But were his efforts in the right direction? Some would say that Ligier lost the championship in 1979 and 1980 because of Ducarouge. Yet those same people would almost certainly admit that it was only thanks to him that the team has reached the peak of motor racing at all.

Ducarouge no doubt feels a little smug about the extraordinary measures that Guy Ligier has taken to replace him. A committee will now control the team, composed of Michel Beaujon (chief engineer), Jean-Claude Guenard (responsible for Tambay's cars), Lionel Hublet (responsible for Laffite's car), Jean-Pierre Jabouille (technical department), Philippe Ligier (team administration) and Jean-Pierre Paoli (general manager, administration and finance).

There doesn't seem to be a lack of heads of departments; but it has a certain ring of "jobs for the boys." One hopes that too many cooks don't spoil the broth.

## TAG WILLIAMS

***Williams-Ford FW 07B/11:***
Alan Jones (AUS)
***Williams-Ford FW 07B/12:***
Carlos Reutemann (RA)
***Williams-Ford FW 07B/15:***
Jones's spare
***Williams-Ford FW 07B/14:***
Reutemann's spare



There were no great changes to the Williams chassis in England. However, the FW 07s haven't adapted to the readoption of Goodyears as well as the Brabhams. Some of the magic appears to have gone, but between Silverstone and Hockenheim, the cars should be subjected to an aerodynamic face lift as they currently lack downforce. Jones had a certain amount of engine trouble during the official sessions. He took over chassis number 11 which is the one that he crashed at Zolder. But this car must have a gremlin because Jones only did three laps in the car before colliding with Villeneuve's gyrating Ferrari. Life is one big rebuild for some mechanics! Reutemann may well have been worried about scoring a point before the start, but his immediate rivals in the championship disappeared one by one, and by finishing second, he'd extended his lead in the championship. His main problem during the race was an unbalanced car following the late use of 15 inch rims. Furthermore, he was down to the last drop of petrol at the end.

## TALBOT GITANES

***Ligier-Matra JS 17/04:***
Jacques Laffite (F)
***Ligier-Matra JS 17/03:***
Patrick Tambay (F)
***Ligier-Matra JS 17/02:***
spare

The Talbot Ligiers arrived in slightly different configuration in that Tambay's car was fitted with revised bodywork around the side radiators. Both cars were fitted with wide front track when they eventually began practice, but this was later changed to the narrow version as fitted at Dijon. But the main problem was wheel bearings, and both drivers had to use the spare car on the Thursday while waiting for new bearings to arrive. There was more trouble with wheel bearings during the weekend, but Laffite found himself in third place at the end of the race, very closely followed by Cheever. Tambay had a couple of pit stops and ultimately retired with a seized metering unit and a broken plug lead.

## TYRRELL

***Tyrrell-Ford 011/1:***
Eddie Cheever (USA)
***Tyrrell-Ford 010/3-5:***
Michele Alboreto (I)
***Tyrrell-Ford 010/2:***
Cheever's spare
***Tyrrell-Ford 010/1:***
Alboreto's spare

The new Tyrrell 011 is described in our technical section, but its debut was all too brief. Cheever crashed the car at Woodcote on the Thursday and had to revert to one of the older 010s. Alboreto had already taken over Cheever's 010/3-5, so the American driver had to use his spare car in order not to lose too much time. On Friday, Alboreto used old Goodyears left over from winter testing at Paul Ricard, and as they seemed to be better than Cheever's Michelins, the young American used Goodyears for the race. Alboreto got no further than the first lap having burnt his clutch, while Cheever profitted from the retirements of drivers in front of him and finished an unexpected fourth.

## RENAULT ELF

***Renault RE 33:***
René Arnoux (F)
***Renault RE 32:***
Alain Prost (F)
***Renault RE 31:***
spare

The Renaults were fitted with new and narrower rear wing supports, as well as bodywork around the side radiators, previously seen at Jarama. Prost's main problem was a broken engine on the Friday which caught fire. Arnoux's main complaint was that his tyres were not lasting longer than three or four laps, after which the car was unbalanced as the skirts began to wear. On Friday, Arnoux and Villeneuve had a slight collision which damaged the Renault's front suspension, but Arnoux set pole position in the afternoon, with teammate Prost for company on the front row. The Renaults dominated the race. Prost made an excellent start but then retired with fuel feed trouble. Arnoux then took over the lead, but his engine started to lose power, and after he'd lost the lead to Watson, it stopped altogether on the 65th lap.

## PARMALAT BRABHAM

***Brabham-Ford BT 49/11:***
Nelson Piquet (BR)
***Brabham-Ford BT 49/12:***
Hector Rebaque (MEX)
***Brabham-Ford BT 49/10:***
spare
***Brabham-BMW BT 50/01:***
spare

The new Brabham-BMW turbo made its first official appearance at Silverstone, but Piquet only drove the car in the unofficial sessions and at the end of one official session. Even so, he set a time that was good enough to put him onto the second row. In spite of that, he preferred the proven Cosworth-engined car which had slight aerodynamic modifications. The BMW-engined BT 50 won't make its race debut until September. The engine develops 570 bhp at 10,500 rpm with turbo pressure at between 1.7 and 1.8. The chassis has a larger fuel tank, while the front suspension is all new. The wheelbase is three centimeters longer than the Cosworth-engined car, but both front and rear tracks are of similar dimensions to the BT 49. Only the rear suspension and rear wing support of the BT 49 are used on the BT 50.
Piquet started from the second row of the grid, and appeared to be one of the few drivers to be able to worry the Renaults. However, when a front tyre burst, the Brabham crashed into the Becketts catch fencing, injuring one of the driver's legs. However, he's expected to be fit for Hockenheim. Rebaque salvaged an unexpected fifth place, in spite of two pit stops for tyre changes.

## FITTIPALDI

***Fittipaldi-Ford F8 C/4:***
Keke Rosberg (SF)
***Fittipaldi-Ford F8 C/3:***
Chico Serra (BR)
***Fittipaldi-Ford F8 C/2:***
spare

In spite of a number of small modifications to the skirt mountings and side pods, the Fittipaldis were still in trouble. Serra had some of his times discounted as his car was too low and he failed to qualify. Rosberg was 14th when he had to retired on the 56th lap having had various problems, principally with the clutch and loose rear suspension.



## AUTODELTA ALFA ROMEO

***Alfa Romeo 179 B/03:***
Mario Andretti (USA)
***Alfa Romeo 179 B/06:***
Bruno Giacomelli (I)
***Alfa Romeo 179 B/02:***
spare
***Alfa Romeo 179 D/01:***
spare

Alfa Romeo brought an entirely new car to Silverstone. It was a considerably modified version of the C model seen earlier this year. The principal change was to the rear suspension which allowed for improved camber, but also to free the rear part of the car for better air flow and improved suspension adjustment.
Andretti drove the car on both days of practice, recommending modifications to the side pods for Friday's sessions. But it will take a thorough test session before Alfa's engineers will really have some idea as to which direction the car should be developed. But Carlo Chiti is already confident that this is the car for the future of the team. It's five centimeters lower than the current car. Furthermore, things are marching on at Alfa. A carbon fibre chassis is on the way for Hockenheim, and at the end of July, the team's turbo engine will also be announced again. And Alfa Romeo and Brabham have both asked Weismann to make a transversal gearbox to be used by the two teams.
After a relatively quiet practice, both cars were to be found on the sixth row of the grid. Giacomelli's transmission broke after six laps, but Andretti got up to fourth place before the accelerator cable broke near the end of the race.

## RAGNO BETA ARROWS

***Arrows-Ford A3/5:***
Riccardo Patrese (I)
***Arrows-Ford A3/6:***
Siegfried Stohr (I)
***Arrows-Ford A3/2:***
spare

The biggest novelty in the Arrows team was the use of Pirelli tyres for the first time, and both team and drivers adapted well to the new tyres. Stohr's main problem was a stiff anti-roll bar which upset the handling. Patrese's car was fitted with the new rear suspension which had already been seen at Dijon, but which had been modified since then. However, it caused Patrese problems. One of the rockers broke because the spring/shock absorber system was too hard, and later an engine broke, which left Patrese with tenth fastest time. Riccardo was heading for an unexpected third place in the race when his engine broke three laps from the end. Stohr managed to qualify, but crashed on the first lap.
The debut of Arrow's new car has been deferred to the Dutch Grand Prix as work on the new gearbox casing is late.

## FERRARI SEFAC

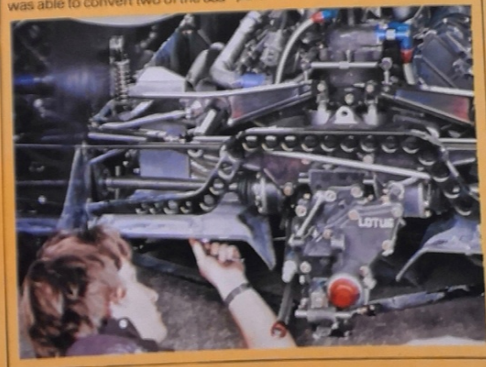
***Ferrari 126 C/054:***
Gilles Villeneuve (CDN)
***Ferrari 126 C/053:***
Didier Pironi (F)
***Ferrari 126 C/051-B:***
spare

Ferrari had three cars at Silverstone as usual: two were quite normal chassis, but the spare car had been considerably modified. The front section of the car was different to the other two with a wider front track which was much more rigid. It was also possible to change the suspension quickly. This chassis, 051-B, had been tested at Hockenheim with promising results. The rear suspension was that seen at Dijon with inclined rear springs/shock absorbers. During testing at Michelin's track, the team discovered why the cars had been porpoising badly at Dijon. Side pod distortion had varied the amount of downforce and made the cars very difficult to drive. This had been cured by tubes which strengthened the front and rear of the pods, mounted vertically.
All three cars were in long wheelbase form, and there were one or two modifications to the two race cars as well. The oil pumps were incorporated in the gearbox in order to improve air flow around the rear of the car. Villeneuve tried the spare car during the first day of practice, and when Pironi suffered a blown engine in his race car, he took over the spare in the afternoon. On Friday, the Frenchman crashed in the new spare car because of a brake pad problem. Villeneuve wasn't happy the way his practice had gone and found himself slower than his teammate. Just when he was ready to use the better tyres, he had to drive the spare car whose engine was 400 revs down. Both race cars were fitted with repositioned rear wings.
Despite the promise shown by the spare car, Villeneuve chose his normal race car in which to start. The first few laps were very promising, but then he crashed at Woodcote, and despite trying to get back to the pits, he failed and retired. Pironi shot straight into second place from the second row of the grid, but retired on the 14th lap when a turbo broke.

## JOHN PLAYER TEAM LOTUS

***Lotus-Ford 87/3:***
Elio de Angelis (I)
***Lotus-Ford 87/2:***
Nigel Mansell (GB)
***Lotus-Ford 87/4:***
spare

Colin Chapman had brought three Lotus 88s to Silverstone, and he was determined that they should race. On Thursday, the team practised the 88s, but during the day, the FISA over-ruled the RAC's scrutineers and stated that the 88s were banned. Chapman was able to convert two of the 88s to 87s, but the original 88/1 B couldn't be changed, so another 87 was brought from the team's Norfolk base.
During their brief appearance, the 88s proved to be difficult to set up, and according to de Angelis, it would take three years to make the 88s competitive. Sadly, Lotus's 87s were scarcely more competitive. Their narrow side pods don't give them enough downforce on fast circuits. Nigel Mansell didn't qualify and de Angelis was back on the eleventh row. The Italian was 20th on the first lap and was heading for a top six placing when he was black-flagged for passing Laffite under two yellow flags. The Italian got out of his car and took no further part.



# Cockpits

## THEODORE RACING

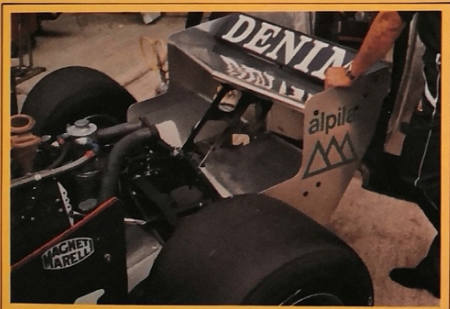
***Theodore-Ford TY 01/3:***
Marc Surer (CH)
***Theodore-Ford TY 01/2:***
spare

Surer was using a stiffer new chassis which had been modified particularly at the front. The older side pods had been giving too much frontal down force, so these had been shortened while on the spare car, small holes had been drilled with the same purpose in mind. New front suspension should make its appearance in Germany because the car isn't currently suited to cross-ply Avons. It lacks grip and precise turn-in to corners. During the race, this was Surer's principal problem. He was last on the first lap but ended up running out of petrol on the 62cnd lap, despite an excellent drive.

## MARCH GRAND PRIX

***March-Ford 811/06:***
Derek Daly (IRL)

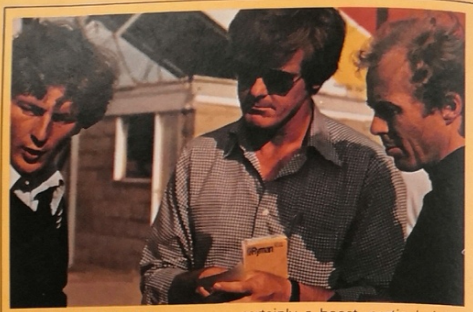
The March team had used their sixth chassis to build up a new car with aerodynamics designed by Adrian Reynard. These consisted of new bodywork, a round nose similar to that of the Williams, and a wide front wing. The new car weighed 25 kilos less than the old, and the team expects to shave off the same amount again in the near future. This was Gordon Coppuck's last race with the team, as he will return to oversee the March F2 team. Daly used the new car throughout practice and race as it was clearly better than the older versions. Once again, team and driver made progress, qualifying on the ninth row of the grid. Sadly, Daly stopped early in the race again, this time with loose gear linkage, but once it was tightened, he drove hard to finish in seventh place.




## DENIM OSELLA

***Osella-Ford A1/04:***
Jean-Pierre Jarier (F)
***Osella-Ford A1/03:***
Beppe Gabbiani (I)
***Osella-Ford A1/02:***
spare

Jarier's presence in the Italian team was a considerable boost. At Circuit Paul Ricard, Jarier had tested the car fitted with the Dijon side pods. These gave too much downforce but were to be considerably improved, allowing the car to run without front wings, and with a little bit of rear wing. For Silverstone, the side pods were conventional, but there was more rear downforce and the gearbox was enclosed. However, as Osella feared that the gearbox might overheat, this system was taken off for the race. Michelin gave the team a single set of softer tyres for Jarier which put Gabbiani in a difficult position, both technically and psychologically. He failed to qualify. Jarier managed to qualify quite well, and finished eighth after a pit stop to adjust the rear wing. Now that Jarier has joined the team, Osella wants to accelerate the building of the new car which is already fairly well advanced. It should appear at Zeltweg.



## ATS WHEELS

***ATS-Ford HJS/1:***
Slim Borgudd (S)
***ATS-Ford D4/05:***
spare

Ex-Brabham crew chief Alastair Caldwell was working with the team at Silverstone. He hasn't signed a contract for the rest of the season, but was seeing what it was like to work within the Anglo-German team. His presence was certainly a boost, particularly to Borgudd and designer Hervé Guilpin. It was a pleasant surprise to see Borgudd on the grid, but an even greater surprise when the Swede finished sixth, certainly helped by the large number of retirements. But at least they finished the race, which is more than some teams managed to do.

## CANDY TOLEMAN

***Toleman-Hart TG 181/2:***
Brian Henton (GB)
***Toleman-Hart TG 181/4:***
Derek Warwick (GB)
***Toleman-Hart TG 181/1:***
spare

Warwick had a new chassis for Silverstone, but the team is still waiting for new heat exchangers from Bayer. Henton had easily qualified on the first day but then crashed heavily, and the next day his car caught fire. So neither car qualified again, despite a new hydro-pneumatic suspension system, smaller front and rear wings, and new skirts. The Tolemans are still heavy, and Rory Byrne spent some time studying the light and neat Marlboro MP 4s...

## ENSIGN

***Ensign-Ford N 180 B/15:***
Eliseo Salazar (RCH)

The lone Ensign was fitted with new rear suspension fitted to uprights which were designed to set into the rear wheels without disturbing air flow. However, it wasn't sufficient to get Salazar onto the grid.

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# Marlboro British FORMULA 3 CHAMPIONSHIP

## THE F3 WIN THAT MATTERS

**There are few Grand Prix drivers who have not "graduated" from the tough schooling of Formula 3 racing. Of the last ten world champions, only US-raised Mario Andretti has not made his first professional steps in this vital formula. At Silverstone, no one was more conscious of this fact than the two dozen hopefuls who found themselves on the grid for their British championship F3 qualifying round.**

Not so long ago, a victory in the F3 race which supports the Monaco Grand Prix virtually guaranteed a place in Formula 1 for the winner. It looks as though that is no longer the case, however, for the Automobile Club de Monaco now prefers to promote Renault R5 racing instead of running a full field of F3 cars in two heats and a final.

The result of this policy could be seen at Monaco this year, when an "invited" field (consisting mainly of French and Italian drivers) put on a show which was eventually decided by the quality of the tyres in use.

Hopefully, Monaco's former prestige is being taken over by the national British F3 championship now sponsored by Marlboro. The series attracts drivers from all over the world to 20 rounds at seven different circuits, and everyone races on the same specification of Goodyear tyre. For the top three points finishers, there is a prize far more valuable than cash, for each of them is guaranteed the opportunity, at Marlboro's expense, to test a Formula 1 car with one of the major teams.

Although it carries exactly the same number of points as the other 19 Marlboro rounds, the F3 race which supports the British GP has a special significance for the competitors. They know that F1 team managers will be taking a close interest, just as Brabham's Gordon Murray did in Nelson Piquet at Brands Hatch in 1978, and Lotus boss Colin Chapman in Nigel Mansell at Silverstone in 1979.

So intense were the pressures this year that the stewards of the meeting had to adjudicate on a high-speed wheel-banging match between two leading competitors. Championship leader Jonathan Palmer, the 25 years old doctor from Sussex, had such a heated battle for third place with the Brazilian Raul Boesel that Palmer got into difficulties at the chicane, flying several feet in the air before landing backwards on the track. He carried on to finish fourth, behind Boesel : their driving conduct is still being investigated.

While the British championship, unlike other countries' national series, continues to attract strong support from the racing drivers of countries as far apart as Belgium and Brazil, Argentina and America, Mexico and Japan, two of our national drivers have been given support from the "Racing for Britain" campaign. Between them, Jonathan Palmer and Scots-born David Leslie have been able to share £18,000 which has been raised entirely by public subscription from individuals and companies alike. Unlike many of their wealthy foreign rivals, both Jonathan and David recognize that they could not have continued this year without this help. The campaign was being heavily promoted at Silverstone, and readers of GPI are urged to give it their support, as we have.

Nevertheless, as if to prove that nationality is no bar to success in the British series, the British GP round of the F3 series was won by a Brazilian with a truly international entry. The Ralt driven by promising Roberto Moreno is built in Britain by an Australian; sponsored by a French bank with Dutch connection; maintained by a Dutch engineer and an English mechanic; powered by a Japanese engine developed in Italy; and driven by a young Brazilian who lives in Surrey.

For Roberto Moreno, incidentally, this Silverstone win was particularly sweet. Only two months earlier, his team's entry at Monaco was refused because the driver was not well enough known. In the letter they sent to his team, the AC Monaco made a proposal which would never have been made by a British club : "if you would like to bring the car to Monaco," it said, "we will be pleased to accept it for a French driver to be nominated by us..."

*Mike Doodson*

*Fighting for 3rd place early in the race are the Ralts of Jonathan Palmer (GB), Raul Boesel (Brazil), Fred Krab (Holland) and Richard Trott (GB)*

*All the colour of Silverstone, with an Argentine-driven March leading a tail-end group*

*Roberto Moreno quietly awaits the start : the smart helmet is probably his most valuable single possession, for unlike most Brazilian F3 drivers he does not come from a wealthy family*

*The incident at the Woodcote chicane which cost Dr Jonathan Palmer his hard-fought 3rd place. Raul Boesel goes through... though later the RAC Stewards declared the race result provisional pending an investigation*

*At the finish, a delighted Roberto Moreno gets the laurels in only his sixth ever F3 start !*

Peter Lovett's Rover 3500 won the Tricentrol touring car race which supported the British Grand Prix. Lovett started from pole position, dropped to 9th when he cooked his clutch, and fought through the field to a two second win

# ROVER COMES HOME

**René Metge in France, and Peter Lovett in England: both have won Group One saloon car races at their National Grand Prix in Rover 3500s. The Rover 3500 has only been contesting Group One during the past two years, but it is already a winner.**

Brian Muir led most of the race in his Rover 3500 until Peter Lovett caught him up and Muir crashed at Becketts... Here he laps one of the Colt Lancers, driven by Barrie Williams

Second on the grid, 4th in the race but Win Percy won his class again in the Mazda RX 7

For a long time, the British saloon car series has been dominated by Ford Capris. But at the beginning of last year, Leyland Cars debuted the Rover both in England and in France, and at the end of a disappointing season, Alan Jones won a non-championship Group One race at Donington in a Rover 3500. Metge took the same car to its first win in a Group One race at Dijon, while a week previously, Lovett won at Brands Hatch.

At Silverstone, the placid but highly respected Lovett put his Rover on pole position. At the start of the 20 laps race, he cooked his clutch and dropped to ninth place. A steady climb through the field saw him in touch with the tussling bunch at the front by half distance, but having overtaking teammate Jeff Allam for second place, Lovett had more than a little trouble overtaking leader Brian Muir in yet another Rover. In an incident at Becketts, Lovett took the lead, but at the same time, Muir went off the track and involved two Capris in the same bunch, thus depriving Rover of a 1-2-3.

In the end, it was Lovett who was acclaimed the winner, despite a dispute regarding an overtaking manœuvre at the chicane. Sadly, these disputes aren't uncommon to Group One in England, although they're usually of a more technical nature.

Lovett is the latest star to emerge from Group One racing. He's a director of his family's three garage chain in Wiltshire, selling Mercedes, Porsche and BMW cars. At 31, he's raced Porsche 935s and Mazda RX7s, having driven for Tom Walkinshaw Racing for the last two years. Walkinshaw, an ex-Formula Ford star and experienced racing driver in his own right, prepares the Rovers, Audis and Mazdas which are so prominent in three of the four championship classes. Other manufacturers involved in this ultra-competitive championship include Colt, Ford, Toyota and Alfa Romeo, all of which have enjoyed success with the very professional drivers involved in this important championship.

*Bob Constanduros*




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In return, contributors are entitled to substantial discounts from a large variety of National companies and also free paddock admission at several race circuits. Your £7.50 outlay can therefore easily pay for itself and also consider that over the year it represents a mere 15p per week which is surely a small price for something that can benefit our sport so much.

Of equal importance we also invite companies to join the scheme. £100 contributions are invited and each company's involvement will be publicised through selected motoring press and at all race meetings attended by the "RACING FOR BRITAIN" promotions unit. Any larger contributions, personal or company, would obviously be very welcome.

In it's first two months "RACING FOR BRITAIN" raised almost £18,000 and will this year be giving much deserved support to two of Britain's best future prospects, Jonathan Palmer and David Leslie. Driving their Ralt RT3's, both have shown fine form in this year's highly competitive Marlboro F3 Championship which Palmer is currently leading having won six out of the first ten races. Both drivers are struggling financially and it is therefore of vital importance that the good response to the scheme continues. To support each driver effectively we need to reach our target of £60,000—so please don't waste this opportunity to put these two deserving British drivers on the road to Formula 1.

At all F3 meetings including the British Grand Prix, we will be marketing a complete range of "RACING FOR BRITAIN" promotional clothing which will be discounted to contributors and all profits made will go into the fund. So look out for us at the circuits—you can also join up on the day.

We will be donating five per cent of "RACING FOR BRITAIN" funds to the Jimmy Saville Spinal Building Appeal for Stoke Mandeville Hospital. This centre provides invaluable treatment for the disabled and has recently helped both Roger Pedrick and Phil Lloyd following their very unfortunate racing accidents.

With your support we can give our drivers the opportunity to prove their talent on equal terms against the best in the World. Hopefully the scheme will go from strength to strength and in years to come we will hope to see more British World Champions as a result of it.

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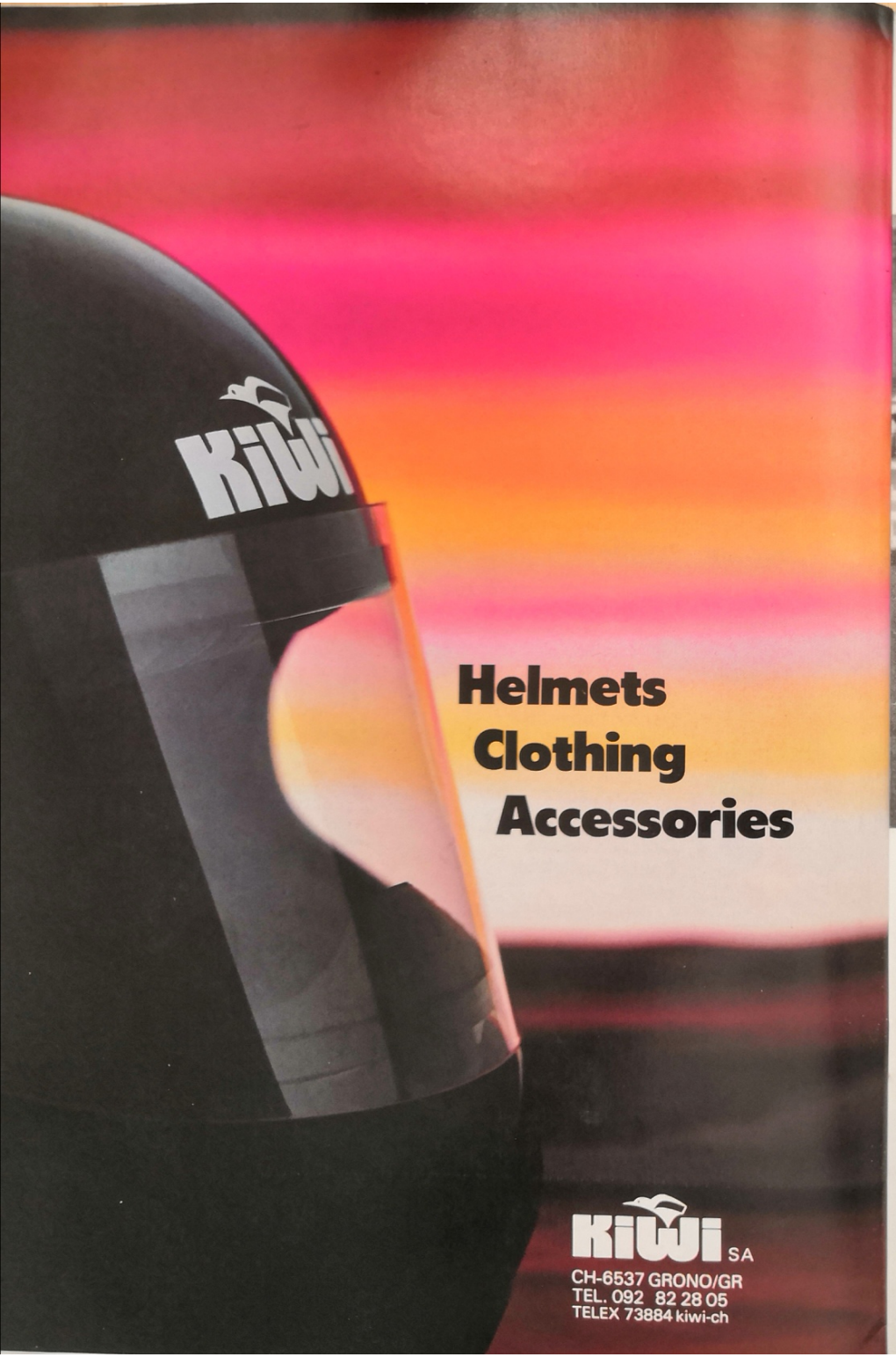


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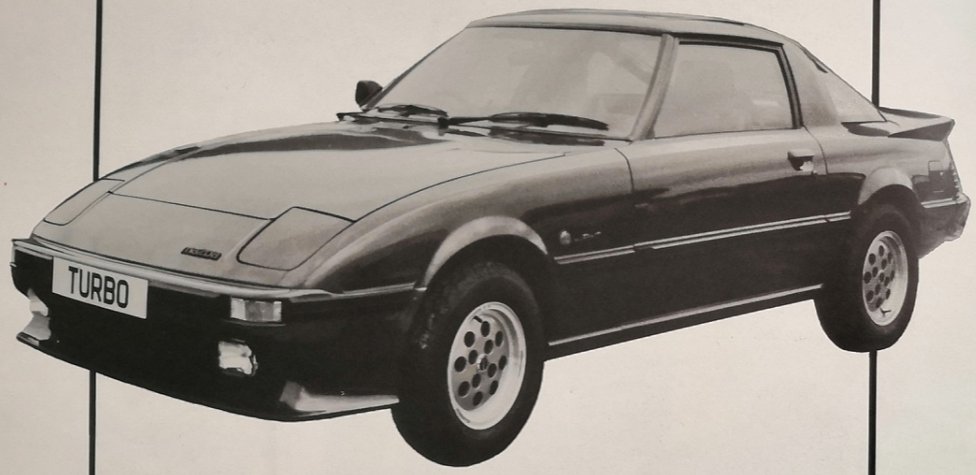


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